

ZNY-0011

~~AIRCRAFT ACCIDENT PACKAGE~~

ZNY-ARTCC-148

UAL175 B762/E

September 11, 2001 1303 UTC

DESTROY: September 11, 2006

Section 1.
Table of Contents

ZNY-ARTCC-148
UAL175

TABLE OF CONTENTS

SECTION	1.	Table of Contents
SECTION	2.	FAA Form 8020-6, Report of Aircraft Accident, and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)
SECTION	3.	Certified Indexes and Normal Service Statements
SECTION	4.	FAA Form 7230-4, Daily Record of Facility Operation
SECTION	5.	Personnel Logs
SECTION	6.	Automated Sign-In/Sign-Out (SISO) Data
SECTION	7.	Facility Layout Chart
SECTION	8.	Flight Progress Strips, FAA Form 7230-01, ARTCC Marginally Punched Continuous Strip
SECTION	9.	Transcriptions of Voice Recordings
SECTION	10.	FAA Form 8020-3, Facility Accident Notification Record
SECTION	11.	Personnel Statements
SECTION	12.	Weather Products
SECTION	13.	Stored Flight Plan

Section 2.
FAA Form 8020-6, Report of Aircraft Accident
FAA Form 8020-6-1, Report of Aircraft Accident
(Continuation Sheet)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE

10/11/01

RE

ZNY-ARTCC-148

NAME OF REPORTING FACILITY

New York Air Route Traffic Control Center

1. AIRCRAFT TYPE AND IDENTIFICATION

UAL175/B762/E

2. DATE/TIME OF ACCIDENT (GMT)

9/11/01 - 1303 UTC

3. LOCATION OF ACCIDENT

New York, New York

4. NATURE OF ACCIDENT

Suspected Terrorist Event

5. TYPE OF FLIGHT

Air Carrier - IFR Flight Plan

6. FLIGHT CREW

NAME

POSITION

ADDRESS (CITY AND STATE)

UNIN-
JUREDIN-
JUREDFATAL-
ITY

N/A

N/A

N/A

7. PASSENGER DATA

(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)

NUMBER
ABOARD
AIRCRAFT

N/A

NUMBER
UNIN-
JURED

N/A

NUMBER
INJURED

N/A

NUMBER
FATAL-
ITIES

N/A

8. AIRCRAFT DAMAGE

Destroyed

9. PROPERTY DAMAGE

Unknown

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT

Kennedy Automated Observation - 0851 UTC: wind three one zero at ten, visibility ten, few clouds at twenty five thousand feet, temperature two one, dew point one four, altimeter three zero one three, remarks: augmented observation, sea level pressure one zero two zero point three, temperature two one point one, dew point one three point nine.

REPORT JUST PRIOR TO ACCIDENT

Kennedy Automated Observation - 0751 UTC: wind three two zero at six, visibility one zero, few clouds at twenty five thousand feet, temperature one nine, dew point one four, altimeter three zero one one, remarks: augmented observation, sea level pressure one zero one nine point seven, six hour maximum temperature two zero point zero, six hour minimum temperature one seven point two, pressure tendency group characteristic: three hour pressure change, pressure rising, then steady, rose point zero three seven five inches past three hours.

DATE/TIME

09/11/01
1151 UTC

FIRST REPORT SUBSEQUENT TO ACCIDENT

Kennedy Automated Observation - 0951 UTC: wind three five zero at seven, visibility ten, sky few clouds one thousand feet smoke, scattered twenty five thousand feet, temperature two three, dew point one three, altimeter three zero one four, remarks: augmented observation, sea level pressure one zero two zero point five, smoke at one thousand covering less than two tenths of the sky, smoke plume distant northwest drifting southeast, temperature two two point eight, dew point one three point three.

DATE/TIME

09/11/01
1351 UTC

12. ATIS PERSONNEL INVOLVED

NAME

FACILITY

OPERATING POSITION

CHECK IF
EYEWITNESS

David P. Bottiglia *(DB)

ZNY ARTCC

R42

Anthony Palmieri (PI)

ZNY ARTCC

RA42

Evanna Dows (EV)

ZNY ARTCC

Area B Controller In Charge (CIC)

Paul Thumser (TP)

ZNY ARTCC

Area B Supervisor

Bruce Barrett (BB)

ZNY ARTCC

Operations Manager in Charge (OMIC)

Robert Felser (FR)

ZNY ARTCC

Military Operations Specialist (MOS)

Michael J. McCormick

ZNY ARTCC

Air Traffic Manager (ATM)

David LeCates (LS)

ZNY ARTCC

Assistant Air Traffic Manager (AATM)

*(Operating Initials)

13. SIGNATURE OF FACILITY CHIEF

Michael J. McCormick

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT**
(Continuation Sheet)

REPORT DATE

September 20, 2001

REPORT NO.

ZNY-ARTCC-148

NAME OF REPORTING FACILITY

Boston ATCT (BOS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1131 - Boston Clearance Delivery transmitted via data link an IFR clearance to Los Angeles to UAL175.

1157 - UAL175 called Ground Control ready to push back and received instructions to monitor ground point nine.

1158 - UAL175 was issued push back approval.

1204 - UAL175 called Ground Control One (GC1) ready to taxi.

1205 - UAL175 was given taxi instructions to runway nine with instructions to hold short of four left (4L) by GC1.

1207 - UAL175 was instructed to monitor Local Control West (LCW) frequency.

1208 - UAL175 was issued taxi instructions to runway 9 and advised to monitor the Local Control East frequency.

1212 - UAL175 was instructed by Local Control East (LCE) to taxi into position and hold on runway 9.

1213 - UAL175 was cleared for takeoff runway 9.

1214 - UAL175 was instructed to contact Initial Departure (ID).

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
September 18, 2001

FILE NO.
ZNY-ARTCC-148

NAME OF REPORTING FACILITY
Boston TRACON (A90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1214 - UAL175 reported in ID frequency climbing out of 1,200. ID radar identified UAL175 and instructed the aircraft to climb and maintain 14,000. UAL175 acknowledged the instruction.

1215 - ID instructed UAL175 to turn right to a heading of 210. UAL175 acknowledged the turn.

1216 - ID instructed UAL175 to turn right to a heading of 270. UAL175 acknowledged the instruction.

1217- ID instructed UAL175 to contact Boston Approach on frequency 127.2. UAL175 reported on SL frequency climbing out of 8,000. SL instructed UAL175 to fly heading 270. UAL175 acknowledged the instruction.

1219 - SL instructed UAL175 to contact Boston Center on frequency 133.42. UAL175 acknowledged the instruction.

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

1. REPORT DATE
September 21, 2001

FILE NO.
ZNY-ARTCC-148

3. NAME OF REPORTING FACILITY
Boston ARTCC (ZBW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

- 1219 - UAL175 reported on Boston ARTCC Sector 47's frequency leaving 11,700 feet climbing to 14,000 feet. Sector 47 Radar (47R) issued UAL175 a clearance to climb to FL230 and instructed the aircraft to proceed direct BIGGO intersection.
- 1222 - 47R completed a hand-off to Boston ARTCC Sector 46 and transferred UAL175 to frequency 127.82. UAL175 reported on Sector 46's frequency leaving FL190 climbing to FL230.
- 1227 - Sector 46 Radar completed a hand-off to Sector 47 and transferred UAL175 to frequency 133.42. UAL175 reported on Sector 47's frequency level at FL230. 47R issued UAL175 a clearance to climb to FL350.
- 1228 - UAL175 requested to stop the climb at FL310. 47R issued UAL175 a clearance to climb to FL310.
- 1230 - 47R completed a hand-off to Boston ARTCC Sector 20 and transferred UAL175 to frequency 125.75.
- 1231 - UAL175 reported on Sector 20's frequency leaving FL280 climbing to FL310.
- 1237 - Sector 20 Radar (20R) requested UAL175 to look for B767 traffic at one o'clock and ten miles. UAL175 advised negative visual contact with the B767.
- 1238 - 20R questioned UAL175 if the traffic at twelve o'clock and five miles was now in sight. UAL175 reported the traffic in sight. 20R issued UAL175 a clearance to turn thirty degrees right to avoid the traffic.
- 1239 - 20R issued UAL175 a clearance to proceed direct Sparta (SAX), NJ. 20R completed a hand-off to New York ARTCC and transferred UAL175 to frequency 127.17.

No More Follows

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT**
(Continuation Sheet)

REPORT DATE

October 4, 2001

REPORT NO.

ZNY-ARTCC-148

NAME OF REPORTING FACILITY

New York ARTCC (ZNY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1237 - R42 accepts handoff on UAL175.
- 1240:32 - UAL175 checks on R42's frequency level FL 310 and is acknowledged by the Certified Professional Controller (CPC).
- 1241:34 - UAL175, after hearing the R42 CPC question USA583 about an American Airlines flight off its left, advises it heard a suspicious transmission on their departure out of Boston advising everyone to stay in their seats. The R42 CPC acknowledges this and advises he will pass it on.
- 1241:54 - UAL175 advises that some of the last transmission was cut out.
- 1242:12 - UAL175 asks the R42 if they copied the last transmission. The R42 is conducting land line coordination and does not hear this transmission from UAL175.
- 1246:31 - R42 initiates handoff on UAL175 to ZNY Sector 10.
- 1246:47 - UAL175 beacon data terminated.
- 1247:35 - UAL175 datablock goes to CST (coast) mode.
- 1247:37 - UAL175 beacon code goes to 3321.
- 1251:43 - The R42 CPC recognizes a discrepancy in UAL175's beacon code and instructs the aircraft to reset transponder and squawk code 1-4-7-0. UAL175 does not respond.
- 1251:54 - The R42 CPC calls out to UAL175, but receives no response.
- 1252:10 - The R42 CPC calls out to UAL175 and receives no response. The R42 CPC then accomplishes a successful radio check with DAL1489.
- 1252:55 - The R42 CPC coordinates with Boston Center's Kingston sector, the previous sector working UAL175 to see if the aircraft returned to their frequency. Boston checks and replies UAL175 is not on their frequency.
- 1253:14 - The R42 CPC coordinates with an adjacent sector regarding UAL175 and an unidentified target in the vicinity of where UAL175 was, and indicates of a possible hijacking in progress.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT**
(Continuation Sheet)

REPORT DATE

October 4, 2001

REPORT NO.

ZNY-ARTCC-148

NAME OF REPORTING FACILITY

New York ARTCC (ZNY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1254:16 - The R42 CPC issues traffic to DAL2483 of the traffic that appears now to be climbing out of FL320 but is not sure if the aircraft is climbing or descending and issues a vector to prevent a loss of separation.
- 1254:33 - The R42 CPC calls out to UAL175 and gets no response.
- 1254:36 - The R55 CPC issues traffic to DAL2315 and advises of traffic, (code 3321) at one o'clock and turning into its path and is not sure what the aircraft is doing as it's a possible hijacking in progress.
- 1254:38 - The R42 asks DAL2483 if it can accept a climb due to the unidentified aircraft indicating a descent. DAL2483 responds affirmative and is climbed to FL330.
- 1254:56 - The R55 CPC again issues traffic to DAL2315 and advises the traffic is about two o'clock, seven miles, and appears to be descending out of FL306. DAL2315 advises the traffic is in sight. The R55 CPC advises the aircraft it may deviate as necessary to avoid the aircraft.
- 1255:52 - The R55 CPC issues traffic to USA542 and asks if they have it in sight. USA542 advises it received a TCAS RA and was leveling its altitude.
- 1255:18 - The R42 advises DAL2483 the traffic is approximately one o'clock and 12 miles, appears to be in a turn eastbound and is out of FL 298. DAL2483 advises it is climbing and has the aircraft in sight.
- 1256:42 - The R55 CPC asks USA542 what type aircraft it appears to be. USA542 responds it appears to be a B757.
- 1257:08 - DAL2483 is given more updates on the vicinity of the traffic and advises the R42 CPC the traffic appears to be a United Airlines Boeing 767, two hundred series.
- 1258:09 - The RA42 CPC coordinates with Boston Center Kingston sector to hold traffic entering sector 42 due to a possible hijacking incident.
- 1259:18 - The RA55 CPC coordinates with New York TRACON and advises code 3-3-2-1, 15 miles north of RBV, is out of FL200 descending and is a hijack.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
October 4, 2001

REPORT NO.
ZNY-ARTCC-148

NAME OF REPORTING FACILITY
New York ARTCC (ZNY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1300:41 - The RA42 CPC coordinates with New York TRACON and asks if they observe beacon code 3-3-2-1 code, believed to be UAL175. New York TRACON responds affirmative. RA42 advises they are not sure what the aircraft is doing.
- 1300:55 - The RA55 CPC requests New York TRACON point out the 3-3-2-1 code to Kennedy Approach. New York TRACON advises all sectors/facilities are watching the code.
- 1302:57 - Traffic Management Unit Departure Coordinator (TMU-DC) contacts Newark Tower and asks if they can see anything out their windows as another target has been observed on radar descending rapidly.
- 1303:01 - Newark Tower immediately responds an aircraft just went into the World Trade Center. Newark Tower advises it appears the World Trade Center has just exploded.
- 1304:08 - Boston Kingston sector calls and requests RA42 to advise when the sector can take more traffic. The RA42 CPC tells Boston Kingston to hold off for longer. Boston Kingston advises they will put everyone on the ground and hold off everyone in the air.
- 1307:19 - The R55 CPC asks DAL9900, a New York metropolitan departure if he could see anything out of the ordinary in lower Manhattan. DAL9900 advises he saw the south tower of the World Trade Center get hit by a plane.

12. ATS Personnel Involved, Continued.

<u>NAME</u>	<u>FACILITY</u>	<u>OPERATING POSITION</u>
James Kurz *(KZ)	ZNY ARTCC	Traffic Management Coordinator
Peter McCloskey (SO)	ZNY ARTCC	Traffic Management Coordinator
Christopher Tucker (CX)	ZNY ARTCC	R55
Lorraine Barrett (XU)	ZNY ARTCC	RA55

*(Operating Initials)

No More Follows

AS5	IV	15	04:00	16:00	15:05	07:50
AS4	YZ	15	10:45	10:54	00:13	
AS3	BP	15	10:52	10:58	00:04	
AS2	CA	15	10:55	11:30	00:25	
AS1	AD	15	04:00	10:25	04:35	
DS7	FE	15	10:25	10:45	00:18	
DS7	UZ	15	10:45	11:37	00:22	
DS7	OB	15	11:37	13:07	00:20	
DS7	FE	15	12:49	13:55	01:10	
DS7	FM	15	13:55	14:09	02:16	
DS7	IV	15	14:09	09:30	11:21	
DS7	OB	15	09:30	04:00	00:50	
DS7	IV	15	04:00	11:21	00:37	09:22
DS7	PD	15	11:21	12:17	01:26	
DS7	TL	15	12:17	04:00	15:13	017:16
DS7	DS	15	04:00	10:25	00:29	
DS7	FE	15	10:25	11:01	01:13	
DS7	FM	15	11:01	12:14	01:12	
DS7	IV	15	12:14	12:57	00:05	
DS7	OB	15	12:57			

ZNY-ARTOC-148
UML175

PROCESSING ENDED AT EOD

POSITION WPL TRAINEE

REAL/CREW

TIME-ON

TIME-OF

SECTOR REPORT
SUB-TOTAL

ACCUMULATED
TIME

DATE= 09/11/0

THIS DOCUMENT IS DERIVED FROM
COMPUTER MAGNETIC RECORDINGS OF
INTERNAL COMPUTER PROCESSING. IT IS
NOT AN EXACT REPRESENTATION OF THE
CONTROL POSITION DISPLAY

POSITION	WPL	TRAINEE	REAL CREW	TIME-ON	TIME-OFF	SECTOR	REPORT	SUB-TOTAL	ACCUMULATED
R29			12	10:30	10:35	00:05			
R29	JH		13	10:35	11:00	00:03			
R34	SV		14	11:00	12:00	00:00			
R34	AS		15	12:00	13:15	01:15			
R34	72		16	10:56	11:06	00:00			
R34	72	TL	18	11:06	11:56	00:50			
R34	72		19	11:56	12:14	00:18			
R34	72		20	12:14	12:31	00:17			
R34	72		21	12:31	12:49	00:18			
R34	72		22	12:49	13:19	00:30			
R34	72		23	13:19	13:49	00:30			
R34	72		24	13:49	14:19	00:30			
R34	72		25	14:19	14:49	00:30			
R34	72		26	14:49	15:19	00:30			
R34	72		27	15:19	15:49	00:30			
R34	72		28	15:49	16:19	00:30			
R34	72		29	16:19	16:49	00:30			
R34	72		30	16:49	17:19	00:30			
R34	72		31	17:19	17:49	00:30			
R34	72		32	17:49	18:19	00:30			
R34	72		33	18:19	18:49	00:30			
R34	72		34	18:49	19:19	00:30			
R34	72		35	19:19	19:49	00:30			
R34	72		36	19:49	20:19	00:30			
R34	72		37	20:19	20:49	00:30			
R34	72		38	20:49	21:19	00:30			
R34	72		39	21:19	21:49	00:30			
R34	72		40	21:49	22:19	00:30			
R34	72		41	22:19	22:49	00:30			
R34	72		42	22:49	23:19	00:30			
R34	72		43	23:19	23:49	00:30			
R34	72		44	23:49	24:19	00:30			
R34	72		45	24:19	24:49	00:30			
R34	72		46	24:49	25:19	00:30			
R34	72		47	25:19	25:49	00:30			
R34	72		48	25:49	26:19	00:30			
R34	72		49	26:19	26:49	00:30			
R34	72		50	26:49	27:19	00:30			
R34	72		51	27:19	27:49	00:30			
R34	72		52	27:49	28:19	00:30			
R34	72		53	28:19	28:49	00:30			
R34	72		54	28:49	29:19	00:30			
R34	72		55	29:19	29:49	00:30			
R34	72		56	29:49	30:19	00:30			
R34	72		57	30:19	30:49	00:30			
R34	72		58	30:49	31:19	00:30			
R34	72		59	31:19	31:49	00:30			
R34	72		60	31:49	32:19	00:30			
R34	72		61	32:19	32:49	00:30			
R34	72		62	32:49	33:19	00:30			
R34	72		63	33:19	33:49	00:30			
R34	72		64	33:49	34:19	00:30			
R34	72		65	34:19	34:49	00:30			
R34	72		66	34:49	35:19	00:30			
R34	72		67	35:19	35:49	00:30			
R34	72		68	35:49	36:19	00:30			
R34	72		69	36:19	36:49	00:30			
R34	72		70	36:49	37:19	00:30			
R34	72		71	37:19	37:49	00:30			
R34	72		72	37:49	38:19	00:30			
R34	72		73	38:19	38:49	00:30			
R34	72		74	38:49	39:19	00:30			
R34	72		75	39:19	39:49	00:30			
R34	72		76	39:49	40:19	00:30			
R34	72		77	40:19	40:49	00:30			
R34	72		78	40:49	41:19	00:30			
R34	72		79	41:19	41:49	00:30			
R34	72		80	41:49	42:19	00:30			
R34	72		81	42:19	42:49	00:30			
R34	72		82	42:49	43:19	00:30			
R34	72		83	43:19	43:49	00:30			
R34	72		84	43:49	44:19	00:30			
R34	72		85	44:19	44:49	00:30			
R34	72		86	44:49	45:19	00:30			
R34	72		87	45:19	45:49	00:30			
R34	72		88	45:49	46:19	00:30			
R34	72		89	46:19	46:49	00:30			
R34	72		90	46:49	47:19	00:30			
R34	72		91	47:19	47:49	00:30			
R34	72		92	47:49	48:19	00:30			
R34	72		93	48:19	48:49	00:30			
R34	72		94	48:49	49:19	00:30			
R34	72		95	49:19	49:49	00:30			
R34	72		96	49:49	50:19	00:30			
R34	72		97	50:19	50:49	00:30			
R34	72		98	50:49	51:19	00:30			
R34	72		99	51:19	51:49	00:30			
R34	72		100	51:49	52:19	00:30			
R34	72		101	52:19	52:49	00:30			
R34	72		102	52:49	53:19	00:30			
R34	72		103	53:19	53:49	00:30			
R34	72		104	53:49	54:19	00:30			
R34	72		105	54:19	54:49	00:30			
R34	72		106	54:49	55:19	00:30			
R34	72		107	55:19	55:49	00:30			
R34	72		108	55:49	56:19	00:30			
R34	72		109	56:19	56:49	00:30			
R34	72		110	56:49	57:19	00:30			
R34	72		111	57:19	57:49	00:30			
R34	72		112	57:49	58:19	00:30			
R34	72		113	58:19	58:49	00:30			
R34	72		114	58:49	59:19	00:30			
R34	72		115	59:19	59:49	00:30			
R34	72		116	59:49	60:19	00:30			
R34	72		117	60:19	60:49	00:30			
R34	72		118	60:49	61:19	00:30			
R34	72		119	61:19	61:49	00:30			
R34	72		120	61:49	62:19	00:30			
R34	72		121	62:19	62:49	00:30			
R34	72		122	62:49	63:19	00:30			
R34	72		123	63:19	63:49	00:30			
R34	72		124	63:49	64:19	00:30			
R34	72		125	64:19	64:49	00:30			
R34	72		126	64:49	65:19	00:30			
R34	72		127	65:19	65:49	00:30			
R34	72		128	65:49	66:19	00:30			
R34	72		129	66:19	66:49	00:30			
R34	72		130	66:49	67:19	00:30			
R34	72		131	67:19	67:49	00:30			
R34	72		132	67:49	68:19	00:30			
R34	72		133	68:19	68:49	00:30			
R34	72		134	68:49	69:19	00:30			
R34	72		135	69:19	69:49	00:30			
R34	72		136	69:49	70:19	00:30			
R34	72		137	70:19	70:49	00:30			
R34	72		138	70:49	71:19	00:30			
R34	72		139	71:19	71:49	00:30			
R34	72		140	71:49	72:19	00:30			
R34	72		141	72:19	72:49	00:30			
R34	72		142	72:49	73:19	00:30			
R34	72		143	73:19	73:49	00:30			
R34	72		144	73:49	74:19	00:30			
R34	72		145	74:19	74:49	00:30			
R34	72		146	74:49	75:19	00:30			
R34	72		147	75:19	75:49	00:30			
R34	72		148	75:49	76:19	00:30			
R34	72		149	76:19	76:49	00:30			
R34	72		150	76:49	77:19	00:30			
R34	72		151	77:19	77:49	00:30			
R34	72		152	77:49	78:19	00:30			
R34	72		153	78:19	78:49	00:30			
R34	72		154	78:49	79:19	00:30			
R34	72		155	79:19	79:49	00:30			
R34	72		156	79:49	80:19	00:30			
R34	72		157	80:19	80:49	00:30			
R34	72		158	80:49	81:19	00:30			
R34	72		159	81:19	81:49	00:30			
R34	72		160	81:49	82:19	00:30			
R34	72		161	82:19	82:49	00:30			
R34	72		162	82:49	83:19	00:30			
R34	72		163	83:19	83:49	00:30			
R34	72		164	83:49	84:19	00:30			
R34	72		165	84:19	84:49	00:30			
R34	72		166	84:49	85:19	00:30			
R34	72		167	85:19	85:49	00:30			
R34	72		168	85:49	86:19	00:30			
R34	72		169	86:19	86:49	00:30			
R34	72		170	86:49	87:19	00:30			
R34	72		171	87:19	87:49	00:30			
R34	72		172	87:49	88:19	00:30		</	

Section 3.
Certified Indexes and Normal Service Statements

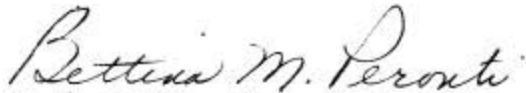
ZNY-ARTCC-1
UAL175

CERTIFIED INDEX

December 21, 2001

I hereby certify that the following originals are on file in this office.

Form 7230-4
Form 8020-6-1
Sign on Log: BOS
FAA Forms 7230-10
Personnel Statements
Original Voice Recording(s)
Certified Cassette Rerecording(s)



Bettina M. Peronti
Air Traffic Manager
Boston ATCT



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; UAL175;
New York, NY; September 11, 2001

Date: September 20, 2001

From: Manager, Boston ATCT, BOS-1

Reply to: Allan R. Turmelle
Attn. of: (617) 561-5781
FAX: (617) 569-5910

To: New York ARTCC

All services provided by Boston ATCT were normal and there were no pertinent transmissions.

A handwritten signature in cursive script that reads "Bettina M. Peronti".

Bettina M. Peronti

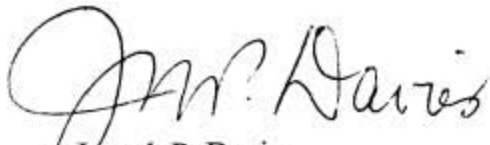
Attachments
Certified Index
FAA Form 8020-6-1

CERTIFIED INDEX

September 19, 2001

I hereby certify that the following originals are on file in this office.

Form 7230-4
Form 7230-10
Form 8020-6-1
Sign On Log: A90
Personnel Statements
Original Voice Recording(s)
Certified Cassette Rerecording(s)


Joseph P. Davies
Air Traffic Manager
Boston TRACON

ZNY-ARTCC-148
UAL175



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; UAL175; New York,
NY; September 11, 2001

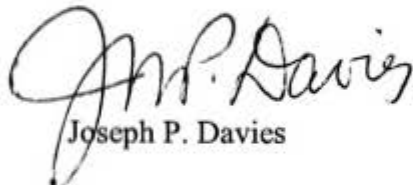
Date: September 19, 2001

From: Air Traffic Manager, Boston TRACON

Reply to: Tracie A. Henry
Attn. of: (617)561-5781
FAX: (617)569-5910

To: New York ARTCC

All services provided by Boston TRACON were normal and there were no pertinent transmissions.



Joseph P. Davies

Attachments
Certified Index
FAA Form 8020-6-1

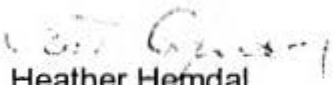
ZNY-ARTCC-148
UAL175

CERTIFIED INDEX

September 21, 2001

I hereby certify that the following originals are on file in this office.

ZBW Forms 7230-1, Personnel Logs
FAA Form 7230-4
FAA Form 7230-10 and Automated Equivalent
FAA Form 8020-6-1
Thermal Flight Strips, DSR
Original Voice Recordings
Personnel Statements
Radar Data


Heather Hemdal
Air Traffic Manager
Boston ARTCC



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; UAL175; New
York, NY; September 11, 2001

Date: SEP 25 2001

From: Manager, Boston ARTCC, ZBW-1

Reply to
Attn. of:

To: New York ARTCC

All services provided by Boston ARTCC were normal, and there were no pertinent transmissions.



Heather Hemdal

2 Attachments
Certified Index
FAA Form 8020-6-1

CERTIFIED INDEX

September 11, 2001

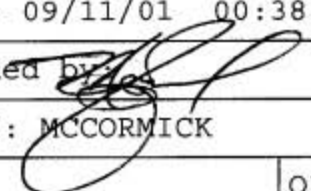
I hereby certify that the following copies of records are true copies of originals which are on file in this office.


FAA Form 8020-3
FAA Form 8020-9
NADIN message reflecting FAA Form 8020-9 Information
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4, Daily Record of Facility Operation
FAA Form 7230-01, ARTCC Marginally Punched Continuous Strip
Personnel Logs
Original Voice Recordings
Voice Transcriptions, Sectors 42,55, TMU-DC, TMU-AD,
TMU "1078", OMIC, MOS
Original SAR Tape, NY1480-1491
Original AMPP Tape, NY2044
Original Core Tape, NY2116
DSR Tape ZNY-0226, -0241, -0230 (September 11, 2001, 0621-2359 UTC)
DARC Tape ZNY-0400, -0319, -0402 (September 11, 2001, 0846 -2359 UTC)
Weather Products
Personnel Statements
Chain of Custody Documents
National Track Analysis Programs (NTAPs)
Data Analysis Reduction Tool (DARTs)
SATORI Digital Audio Tape (DAT)
Temporary Flight Restriction NOTAM

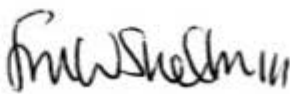


Michael J. McCormick
Air Traffic Manager
New York ARTCC

Section 4.
FAA Form 7230-4, Daily Record of Facility Operation

Daily Record of Facility Operation					Page 1 of 2	
					Date: 09/11/01 00:38	
Location:		Ident	Type Fac.	Position	Checked by: 	
RONKONKOMA, NEW YORK		ZNY	ARTCC	CENTER	Chief: MCCORMICK	
Time	FS	PS	C	Remarks	OI	
0400	ZNY	XD	M	M Krane On, CIC Area D	KL	
0400	ZNY	AM	M	J.WEBB ON. FACILITY STATUS: COMPUTER - NML; NAVAIDS - LHY TACAN/AZ OTS UFA; EQUIPMENT - NML; WCLC.	US	
0400	ZNY	XA	M	B. BARRIS ON DUTY, CIC, AREA A	UB	
0620	ZNY	AM	M	SWITCHED BACK TO 120 MINUTE PROPOSAL TIME PARAMETERS.	US	
0630	ZNY	AM	W	FLIGHT DATA REPORTS THAT THE NATIONAL WEATHER SERVICE CALLED AND SAID THEY COULD NOT SEND US THE UPPER WIND PRINTOUTS DUE TO COMPUTER PROBLEMS. THUS, THE HOST AND ODAPS WINDS CANNOT BE UPDATED UFN.	US	
0700	ZNY	XA	M	W. Bensburg ONW, CIC	BX	
0830	ZNY	AM	W	FLIGHT DATA ABLE TO GET DOMESTIC WIND DATA, BUT STILL UNABLE TO RETRIEVE OCEANIC WINDS	US	
0900	ZNY	AM	W	NATIONAL WEATHER SERVICE COMPUTERS OPERATIONAL, BUT STILL UNABLE TO GET CURRENT OCEANIC WINDS. WON'T GET THEM UNTIL THE NEXT UPDATE, AROUND 1300 LOCAL.	US	
1001	ZNY	XE	M	J. JACKSON ON...WCLC	IR	
1030	ZNY	XC	M	A. EPSTEIN ON OSIC AREA C.	EA	
1030	ZNY	AM	M	B.BARRETT ON DUTY. ABOVE NOTED.	BB	
1030	ZNY	XD	M	R.GIACOMAZZO ON, OSIC AREA D.	RW	
1030	ZNY	XA	M	L. BOGNER ON WATCH	NJ	
1034	ZNY	XC	M	WCLC.	EA	
E1037	ZNY	AM	E	FREQ 134.6 OTS 1400-1600Z QCF RADAR OTS 1400-1600Z QEA RADAR OTS 1200-1600Z LHY VOR OTS 1100-09/12/2000Z.	BB	
1038	ZNY	XD	M	WCLC.	RW	
1120	ZNY	XA	M	OMIC/WX/TMU BRIEFING COMPLETE. WCLC.	NJ	
1210	ZNY	XB	M	EV ON AS CIC AREA B.	EV	
1238	ZNY	AM	M	INFORMED OF POSSIBLE HIJACK AAL11 FROM BOS..LAX.	BB	
1250	ZNY	AM	M	INFORMED OF ANOTHER POSSIBLE HIJACK UAL175 FRO BOS..LAX WORKING R42.	BB	
1250	ZNY	AM	M	ADVISED AIRCRAFT CRASHED INTO WORLD TRADE CENTER.	BB	
1304	ZNY	AM	M	ADVISED SECOND AIRCRAFT CRASHED INTO WORLD TRADE CENTER.	BB	
1305	ZNY	AM	M	ZNY DECLARED ATC ZERO. INTERNATIONAL TRAFFIC STOPPED. US DOMESTIC DESTINATIONS DIVERTED TO CANADA. OVERFLIGHT OCEANIC TRAFFIC THAT DOES NOT CROSS US DOMESTIC AIRSPACE CONTINUED TO DESTINATION.	BB	
1321	ZNY	XA	M	S LEMASTER ON AS CIC AREA A.	LM	
1330	ZNY	XB	M	ROBERT KAVANAGH ON DUTY AS AREA B OSIC, WCLC.	KH	
1332	ZNY	XA	M	L. BOGNER ON WATCH	NJ	
1357	ZNY	XE	M	M. BARTHOLOMEW ON. CIC AREA E.	MX	
1530	ZNY	XB	M	MAINE85 DECLARED A EMERG, LANDING WRI 5 SOULS, 2 HOURS FUEL.	KH	

I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.	Signature of watch supervisor(s) 
--	--

Daily Record of Facility Operation					Page 2 of 2	
					Date: 09/11/01 00:38	
Location:		Ident	Type Fac.	Position	Checked	
RONKONKOMA, NEW YORK		ZNY	ARTCC	CENTER	Chief: MCCORMICK	
Time	FS	PS	C	Remarks		OI
1700	ZNY	AM	M	ZNY AT SECON LEVEL CHARLIE.		BB
1711	ZNY	AM	M	ZNY ACHIEVED SECON LEVEL CHARLIE.		BB
1715	ZNY	XB	M	L. ESPOSITO ON, OSIC AREA B.		LE
1743	ZNY	AM	M	S. SHELTON ON DUTY. ABOVE NOTED.		SW
1801	ZNY	XE	M	M. SMOLANSKY ON, OSIC, AREA E.		SM
1830	ZNY	XC	M	B. LEACH ON DUTY OSIC AREA C. WCLC.		BL
1830	ZNY	XA	M	R. BAGLEY ON OSIC AREA A, WCLC.		DF
1830	ZNY	XD	M	G. Ayers on, OSIC Area D.		GA
1830	ZNY	AM	M	COMPLYING WITH ATCSCC ADVISORY 041. ASSIGNING BEACON CODES AND COORDINATING AS APPROPRIATE FOR LIFEGUARD, RESCUE, GUARD AND OTHER FLIGHTS RESPONDING TO INCIDENTS.		SW
1853	ZNY	XE	M	PAT108, C560, TJIG-ADW VIA BACUS. GIANTKILLER ADVZD D87 THAT PAT108 WOULD NOT BE ALLOWED TO LAND AT ADW. SINCE PAT108 WAS WITHIN 5 MINUTES OF BACUS, I ADVISED ZDC SUPERVISOR OF THIS. HE WAS PREVIOUSLY AWARE OF THIS SITUATION, AND WILL ADVISE PAT108 OF SUCH WHEN HE ESTABLISHES RADIO COMMUNICATIONS WITH AIRCRAFT. OMIC ADVZD.		SM
1903	ZNY	XB	M	G. STEWART ON OSIC AREA B, WCLC.		GS
2030	ZNY	AM	M	ZNY AT SECON LEVEL DELTA.		SW
2041	ZNY	AM	M	E. SLOTA UNABLE TO RETURN ON FAM TRIP. WILL CALL TOMORROW WITH UPDATED INFORMATION.		SW
2140	ZNY	XD	M	wn on as cic		WN
2240	ZNY	XD	M	G. Ayers on, OSIC Area D.		GA
2345	ZNY	XD	M	wn on as cic.		WN
0030	ZNY	XD	M	G. Ayers on, OSIC Area D.		GA
0036	ZNY	XA	M	L. BOGNER ON WATCH		NJ
0200	ZNY	XA	M	W. Bensburg ONW, CIC		BX
0230	ZNY	XF	M	B BERRY ON CIC AREA F		UU
0240	ZNY	XB	M	P. SHANAHAN ON CIC AREA B, WCLC.		IP
0250	ZNY	XD	M	M Krane On, CIC Area D		KL
0359	ZNY	XA	M	COB		BX
0359	ZNY	XD	M	COB		KL
0359	ZNY	AM	M	COB. TRAFFIC COUNT 2377.		SW
I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.					Signature of watch supervisor(s) 	

Section 5.
Personnel Logs

ZNY-ARTCC-148
UAL175

SEPTEMBER 11, 2001

DAY TUESDAY

AREA
B

AEA ZNY

Personnel Log

ZNY-ARTCC-148
UAL175

SEPTEMBER 11 2001

	NAME	C O D E	I N I T L	Signature	Time on	Time off	H O U R S D U T Y	I N I T L	L E A V E S	P O S
0	ACAMPORA, G.	C	AP							R
3	APPLEGATE, C.	C	AG	<i>[Signature]</i>	0638	1438	8.0			R
1	BARBERIA, J. +	C	BW	<i>[Signature]</i>	2300	0700	8	B		R
0	BARRETT, L. +	C	XU	<i>[Signature]</i>	RSD					R
8	BELLUSH, J.	C	EI	<i>[Signature]</i>	1050	1302	2.12		5:48	R ADMIN
1	BLEVINS, B. +	C	BA	<i>[Signature]</i>	2249	0649	8.0	BA		R
7	BOHLEBER, J.	C	OH	<i>[Signature]</i>	0630	1430	8.0	OH		R
7	BOTTIGLIA, D.	C	DB	<i>[Signature]</i>	0630	1430	8.0	DB		R
7	BROGAN, P.	C	BP	<i>[Signature]</i>	0650	1450	8.0			R
3	BROWN, K.	C	KB						8.0	D ADMIN LEAVS
3	CARTIER, P.	C	CE						8.0	R ADMIN LEAVE
2	CASTONGUAY, D.	S	CY				8.0		8.0	OS DTL
1	CLAUS, W.	C	BQ	<i>[Signature]</i>	2230	0630	8.0	BQ		R
0	COOK, D.	C	CQ							R
7	COPPING, J.	C	JP						COP	R
0	CORBY-LEONARD, L.	S	LC							OS
7	CORDERO, V.	C	VC						8A	R
3	CORTINA, E.	C	AC				2.0		8.0	D ADMIN LEAVE
9	DALLANEGRA, S.	C	DN		1300	1500	2.0		8.0	R ADMIN LEAVE
7	DE MARCO, P.	C	XP						8.0	R COP
7	DELLICARPINI, R.	C	DL						8.0	D ADMIN
0	DOWIS, E. +	C	EV							R
0	ENRIQUEZ, P.	C	EZ							R

AEA ZNY

Personnel Log

ZNY-ARTCC-148
UAL175

SEPTEMBER 11 2001

	NAME	C O D E	I N I T L	Signature	Time on	Time off	H O U R S	I N I T L	L E O A U R E S	P O S
3	ESPOSITO, L.	S	LE	<i>[Signature]</i>	1440	1520	0440	LE	7420	OS
0	FELSER, J.	C	FE							D
7	FRASER, D.	C	DE							R
0	GANDOLFO, D. +	C	HT							R
7	GIANFALLA, M.	C	FX							R
3	GILMAN, G.	C	GN						8.0	R
0	GREENBERG, L.	C	LF	<i>Sign OK Log</i>						R
1	GUAGLIONE, D. +	C	DU	<i>[Signature]</i>	2355 0700	0700	8.0	DU		R
0	HALYE, R.	C	RH		1430					R
3A	HARKINS, B.	C	IV	<i>[Signature]</i>	1430 1430	2230	8.0 8.25	IV		D
0	HARRIS, R.	C	OG							R
7	HENRIQUES, J.	C	XJ							R
7	HIGGINS, J.	C	GQ	<i>[Signature]</i>	1430	2230	8.0			R
7	HOFFMANN, J.	C	JN	<i>[Signature]</i>	0652	1452	8.0			R
7	HOPPE, J.	C	HO	<i>[Signature]</i>	1430	1500 2230	8.0 8.50	NO	7.5	ADMIN
37	JORDAN, P.	C	PJ	<i>[Signature]</i>	1120	1920	8.0	IN		R
0	KAVANAGH, R.	S	KH							OS
0	KELLEY-MARINO	C	KE							R
3	KONTJE, J.	C	IF	<i>[Signature]</i>	1430	1500	.5	IF	7.5	ADMIN
0	KUTSCH, D.	C	OD							D
	LECHLEITNER, G.	C	ZO		0640					D
7	LUND, S.	C	YZ	<i>[Signature]</i>	0640	1440	8.0	YZ		R
7	MACIULEWICZ, G.	C	UZ	<i>[Signature]</i>	0638	1439	8.0	UZ		D

ADMIN

DTL

ADMIN.

1430-
2230

Z

ADMIN

AEA ZNY

Personnel Log

ZNY-ARTCC-148
UAL175

SEPTEMBER 11 2001

	NAME	C O D E	I N I T L	Signature	Time on	Time off	H O U R S D U T Y	I N I T L	L H O U R S A V E S	P O S
0	McCLOSKEY, B.	C	BM							R
3	MERCED, M.	C	KM	<i>M. Merced</i>	0630	1430	8.0			R
9	MICHALSKI, W.	C	WM	<i>Michalski</i>	1250	2050	8.0	<i>way</i>		R
0	MOORE, T.	C	TL	<i>0/T</i>						D
3	MORSE, S.	C	YQ	<i>S. Morse</i>	1450	2250	8.0			R
	MURPHY, T.	C	FM							C
0	NAKAMITSU, D.	C	WP							C
3	O'BRIEN, D.	C	DC						8.0	R
7	PALMIERI, A.	C	PI	<i>A. Palmieri</i>	0630	1430	8.0			R
7	POLAKOS, P.	C	PD	<i>P. Polakos</i>	0630	1430	8.0			C
3	POPOW, J.	C	PW						8.0	D
0	REY, C.	C	FZ							R
7	ROSEQUIST, K.	C	QR	<i>K. Rosequist</i>	0630	1430	8.0			R
0	SCAVONE, A.	C	XV	<i>0/T</i>						R
9	SHANAHAN, P.	C	IP	<i>P. Shanahan</i>	1230	1430	2.0		6.0	R
20	SLOTA, E.	C	SE						8A	D
9	SMITH, F.	C	FS	<i>F. Smith</i>	1234	1450	11.6	FS	6.44	R
3	STEINHAUFF, R.	C	IQ	<i>R. Steinhauft</i>	1430	1500	1.30	IQ	7.5	R
0	STIEGLITZ, P.	C	NY							R
9	STEWART, G.	S	GS	<i>G. Stewart</i>	1242	2042	8.0	GS		OS
0	SUDANO, P.	C	PG							R
7	THUMSER, P.	S	TP	<i>P. Thumser</i>	0632	1432	8.0			OS
7	TUCKER, C.	C	CX	<i>C. Tucker</i>	0657	1457	8	CX		R

ADMIN.

ADMIN.

ADMIN

ADMIN
LEAVE


LV

AEA ZNY

Personnel Log

ZNY-ARTCC-148
UAL175

SEPTEMBER 11 2001

	NAME	C O D E	I N I T I A L	Signature	Time on	Time off	D U T Y H O U R S	I N I T I A L	L H O U R S A V E S	P O S
7	ZADOW, A	C	ZA		0636	1736	8.0			A

AEA ZNY

AREA B

OPERATIONAL OVERTIME OR ADDITIONAL PERSONNEL

ZNY-ARTCC-148
UAL175

SEPTEMBER 11 2001 .5CHE

SHIFT	Name	C CODE	INITIAL	Signature	Time on	Time off	HOURS DUTY	INITIAL	LEAVES	Non Pos	POS	Remark	TRIMGE
✓	GANDOLFO			Gandolfo	0700	1500	8.0						
✗	MOORE	CR		A. Moore	0700	1500	8.0					0/T M3	
✗	SCAVONE			Scavone	1445	2245	8.0					0/T M4 B	
✗	FOXER			Foxer	0630	1430	8.0	FC				9.25 SWAP	
✗	Barrett	CXU		Barrett	0645	1445	8.0	XU				0/T - R3 SWAP	
✗	GREENBERG	C LF		Greenberg	1430	2230	8.0					0/T R3 SWAP	
✗	STEWART	SGS		Stewart	2012	2242	2.30	GS				2.30 MI	
✗	BLEVINS	C BA		Blevins	2218	2248	.5	BA				.5CHE	
✗	GRABSON	C N		Grabson	2200	2300	1.0	N				1.0 CHE	
✗	Barberin	C BW		Barberin	2200	2300	1.0	BW				1.0 CHE	
✗	Barrett	CXU		Barrett	0615	0645	.5	XU				.5CHK	
✗	DOWIS	C EV		Dowis	0752	1452	7.0	EV				7.0 CHE	
✗	HALYE	C RD		Halys	0930	1500	5.5	RD				5.5/T MI	
✗	B. McCLOSKEY	C BM		B. McCloskey	0930	2230	13.0	BM				13.0/T MI	
✗	P. SWANN	C PL		P. Swann	1000	1200	2.0					0/T MI	
✗	P. SHAWHAN	C TP		P. Shawhan	1030	1230	2.0	TP				0/T MI	
✗	F. Smith			F. Smith	1034	1234	2.0	FS				2.0CH (6.00.10)	
✗	Rudman	C KH		Rudman	0930	1500	5.5					0/T MI	
✗	GANDOLFO	C N		Gandolfo	0915	1215	.3	N				0/T MI	
✗	Dallanegra	C W		Dallanegra	1000	0100	.3	W				0/T MI	
✗	HARKINS	C IV		Harkins	1215	1430	2.15	IV				0/T MI	
✗	HOPPE	C H		Hoppe	1230	1430	2.0	HO				0/T MI	
✗	KOWICE	C IF		Kowice	1230	1430	2.0	IF				0/T MI	
✗	HILLBINS	C G		Hillbins	1345	1430	.75	G				0/T MI	
✗	ESPPOSITO	C LG		Esposito	1240	1440	2.0	LG				0/T MI	
✗	KARAVOST	C KH		Karavost	0930	1500		KH				0/T MI	
✗	JORDAN	C PS		Jordan	0920	2230	13.10	PS				0/T MI	
✗	MICHAEL	C W		Michael	0920	2230	13.10	W				0/T MI	

SEPTEMBER 11 2001
OSIC/CIC CERTIFICATION

[illegible]

AEA ZNY

AREA B

ZNY-ARTCC-148
UAL175

SIGN IN / SIGN OUT CORRECTION FORM

SEPTEMBER 11 2001

[illegible]

AREA B

NEW YORK CENTER

ZNY-ARTCC-148
UAL175

SWAP / CHANGE OF ASSIGNMENT DAY--TUESDAY DATE 09/11/01				
NAME	CREW	CHG OF ASSIGN	SUPVSR / INITS	DATE
Ballush		8-4	(10)	REQ 9/3
Morse		3-11		APVD
Slota	128	SF160 1W LIEU OF RND	[Signature]	REQ 8/22
				APVD
JORDAN		3-11	(8)	REQ
TUCKER		7-3		APVD
Moore		7-3	KH	REQ
Duke		3-11		APVD
HIGGINS		3-11	GB	REQ 9/8
APPLEGATE		7-3		APVD
Ballush		7-3	[Signature]	REQ 9/10
HOPPE		7-3		APVD 9/10/01
HOPPE		3-11	[Signature]	REQ
DOWNS MARKED		8-3		APVD 9/10/01
HARRIS		RND	[Signature]	REQ 9/10/01
				APVD
				REQ
				APVD
				REQ
				APVD
				REQ
				APVD

LEAVE REQUEST				LEAVE REQUESTS			
NAME	CREW	TYPE	DATE	NAME	CREW	TYPE	DATE

Personnel Log (AEA - ZNY) - Traffic Management

Day: *TUES*

Date: *9/11/01*

ZNY-ARTCC-148 UAL175											
Shift	Name	Code	Initials	Signature	Time on	Time off	Duty Hours	Leave Hours	Initials	Assignment	Remarks
<i>8</i>	Boucher, S.	C	SK	<i>S. Boucher</i>	<i>0733</i>	<i>1533</i>	<i>8.0</i>		<i>SL</i>	<i>DTL - NH LOG Pass.</i>	<i>✓</i>
<i>0</i>	Byrnes, D.	S	DA								
<i>3</i>	Capozucca, J.	S	CZ						<i>SL</i>		
<i>6</i>	Clay, C.	<i>+</i> C	BD	<i>CUN</i>	<i>0550</i>	<i>1350</i>	<i>8.0</i>		<i>BD</i>		
<i>3</i>	Dombrowski, J.	<i>+</i> C	JD	<i>J. Dombrowski</i>	<i>1430</i>	<i>2230</i>	<i>8</i>		<i>JD</i>		
<i>3</i>	Dorrance, J.	<i>+</i> C	IS	<i>J. Dorrance</i>	<i>1430</i>	<i>2230</i>	<i>8</i>		<i>IS</i>	<i>DTL</i>	
<i>7</i>	Felser, R.	C	FR	<i>R. Felser</i>	<i>0648</i>	<i>1448</i>	<i>8</i>				
<i>0</i>	Franze, F.	C	FF	<i>F. Franze</i>	<i>0730</i>	<i>1530</i>	<i>8.0</i>		<i>FF</i>		
<i>3</i>	Golden, M.	S	GY	<i>M. Golden</i>	<i>1430</i>	<i>2230</i>	<i>8</i>				<i>LV</i>
<i>0</i>	Kurz, J.	C	KZ	<i>J. Kurz</i>	<i>0530</i>	<i>1330</i>	<i>8.0</i>		<i>KZ</i>		
<i>0</i>	Matrone, M.	C	MP								
<i>6</i>	McCloskey, P.	C	SO	<i>P. McCloskey</i>	<i>0540</i>	<i>1340</i>	<i>8.0</i>		<i>SO</i>		
<i>6</i>	McLaughlin, G.	C	MG	<i>G. McLaughlin</i>					<i>MG</i>		<i>SL</i>
<i>3</i>	Meano, R.	C	RT	<i>R. Meano</i>	<i>1532</i>	<i>2232</i>	<i>7</i>		<i>RT</i>		
<i>7</i>	Mulligan, P.	S	PE	<i>P. Mulligan</i>	<i>0630</i>	<i>1430</i>	<i>8.0</i>		<i>PE</i>		
<i>3</i>	Murphy, J.	C	JM	<i>J. Murphy</i>	<i>1500</i>	<i>2300</i>	<i>8.0</i>		<i>JM</i>		
<i>7</i>	Rosenberg, M.	<i>+</i> S	RM	<i>M. Rosenberg</i>	<i>0630</i>	<i>1430</i>	<i>8.0</i>		<i>RM</i>		
<i>0</i>	Ruggiero, W.	C	ZV								
<i>0</i>	Smith, E.	C	AY								
<i>7</i>	Stolworthy, J.	C	SV	<i>J. Stolworthy</i>	<i>0648</i>	<i>1448</i>	<i>8.0</i>		<i>SV</i>		
<i>7</i>	Strano, S.	C	ZS								<i>DTL</i>
<i>8</i>	Verderose, W.	C	WV	<i>W. Verderose</i>	<i>1200</i>	<i>2000</i>	<i>8</i>		<i>WV</i>		

AEA - ZNY (Traffic Management) - Compensatory Time, Credit Hours, and Overtime

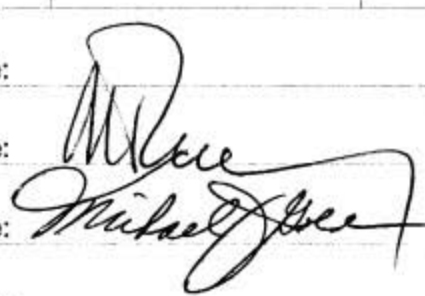





DM

Personnel Log (AEA - ZNY) - Traffic Management

Day: Tu

Date: 9/11/01

ZNY-ARTCC-148
UAL175

Shift	Name	Code	Initials	Signature	Time on	Time off	Duty Hours	Leave Hours	Initials	Assignment	Approved by:
3	FRANZE	CIT									
3	DORRANCE	CIT			1230	1430	2		IT	2 C/H EARNED	
6	CLAY	CM			1350	1450	1.0		BN	1.0 C/H EARNED	
3	Dombrowski	CIT			1330	1430	1		JD	+1 CREDIT	
6	McCloskey	C So			1340	1540	2.0		So	2.0 O/T	RL6
6	KURE	CKE			1330	1530	2		KE	2 O/T	RL6
7	Rosenberg	S All			1430	1530	1.0		RL6	CIT	
7	R. Mulligan	S PE			1430	1630	2.0		PE	2 O/T	RL6
<p>Certification Signature: </p> <p>Certification Signature: </p> <p>Certification Signature: </p> <p>Certification Signature: </p> <p>Certification Signature: </p> <p>Certification Signature: </p>											

0630 1430

1431

Swap/Chg of Assignment	TUESDAY		Date: 11th		Sep-01
Name/Operating Initials	Change of Assignment		Date		
Verderose	12-8 in	10/10/9	Req'd		
	hev of 7-3		APVD 9/10/9		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		
			Req'd		
			APVD		

Physicals and Extended Sick Leave			Leave Requests			
Name/Operating Initials	Shift	Type	Name/Operating Initials	Shift	Type	Date

Section 6.
Automated Sign-In/Sign-Out (SISO) Data

ZNY-ARTCC-148
UAL175

J E E 2 J O B L O G -- S Y S T E M F A A : -- N O D E F A A N V S 1

PROCESSING ENDED AT EOD

DATE= 09/11/0

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SECTOR REPORT	
						SUB-TOTAL TIME	ACCUMULATED TIME

THIS DOCUMENT IS DERIVED FROM
COMPUTER MAGNETIC RECORDINGS OF
INTERNAL COMPUTER PROCESSING. IT IS NOT
AN EXACT REPRESENTATION OF THE
CONTROL POSITION DISPLAY

R39	KH		12	10:30	10:55	00:25	
R39	JN		11	10:55	11:58	01:03	
R39	EV		14	11:58	12:04	00:06	
R39	AG		11	12:04	13:19	01:15	
R39	YZ		15	10:56	11:02	00:06	
D39	YZ	TL	19	11:02	11:52	00:50	
D39	YZ		15	12:57	13:17	00:20	
R42	BF		15	10:58	12:07	01:09	004:13
R42	DB		11	12:07	13:19	01:12	
D42	PI		12	12:55	13:19	00:24	
R55	GU		14	BOS 04:00	04:16	00:16	002:45
R55	BA		16	04:16	04:29	00:13	
R55	BA		16	10:09	10:26	00:17	
R55	PI		12	10:26	10:34	00:08	
R55	DM		15	10:34	11:19	00:45	
R55	OX		12	11:20	13:16	01:56	
R55	XU		11	13:16	13:32	00:16	
D55	OX		12	BOS 04:00	04:29	00:29	
D55	DM		15	11:19	11:32	00:13	
D55	XU		11	11:32	13:16	01:44	005:17
R56	EW		15	BOS 04:00	09:50	05:50	
R56	GU		14	09:50	10:22	00:32	
R56	XU		11	10:22	10:43	00:21	
R56	AG		11	10:43	11:35	00:52	
R56	KH		12	11:35	13:06	01:31	
R56	EV		14	13:06	13:31	00:25	
R56	PI		12	13:31	13:38	00:07	
R56	HT		15	13:38	14:30	00:52	
R56	FS		16	14:30	14:49	00:19	
R56	FS		13	14:49	14:59	00:10	
R56	HT		15	14:59	15:17	00:18	
R56	FS		16	15:17	15:40	00:23	
R56	FS		13	15:40	16:07	00:27	
R56	DN		14	16:07	16:28	00:21	
R56	FS		13	16:28	16:49	00:21	
R56	DN		14	16:49	17:57	01:08	
R56	FS		12	17:57	18:49	00:52	
R56	GO		17	18:49	19:19	00:30	
R56	WH		12	19:19	20:21	01:02	
R56	CV		13	20:21	21:00	00:39	
R56	BN		15	21:00	21:45	00:45	
R56	MM		12	21:45	22:30	00:45	
R56	BN		16	22:30	01:33	01:03	
R56	YS		11	01:33	03:23	01:50	
R56	PS		16	03:23	04:00	00:37	
D56	AG		11	BOS 04:00	10:43	06:43	
D56	BN		15	13:54	14:01	00:07	
D56	WH		12	23:50	04:00	04:10	

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SECTOR REPORT	
						SUB-TOTAL TIME	ACCUMULATED TIME

DATE= 09/11/0

ASB	BP	10:43	10:58	00:13	047:50
ASB	CX	10:58	11:20	00:02	
ASB		10:58	11:20	00:22	
ASB	AG	10:00	10:25	00:25	
ASB	FE	10:25	10:45	00:18	
ASB	UZ	10:45	11:37	00:32	
ASB	DB	11:37	12:07	00:30	
ASB	FE	12:43	13:33	01:10	
ASB	RM	13:33	14:09	05:14	
ASB	TV	14:09	05:30	11:21	
ASB	GR	05:30	04:00	00:30	
ASB		04:00	04:00	00:30	023:25
ASB	ZA	10:44	11:21	00:37	
ASB	PD	11:21	12:47	01:26	
ASB	TL	12:47	01:00	15:15	017:16
ASB		10:25	11:01	00:29	
ASB	PI	11:01	12:14	01:13	
ASB	CH	12:14	12:28	01:12	
ASB	VZ	12:28	12:57	00:05	002:59

Section 7.
Facility Layout Chart

7NY-ARTCC-148

8

7

6

5

Section 8.
Flight Progress Strips, FAA Form 7230-01
ARTCC Marginally Punched Continuous Strip

ZNY-ARTC
UAL175

UAL175	GANDE	12 ⁴³	350	BOS./BAF J77 SAX J80 VHP J110 BUM J134 DRK J10 TNP PDZ4 LAX	1470
	1237				
B/B762/E T469 G425 42 122 01		SAX		ONRP	

UAL175	SAX	13 ⁰⁶	310	BOS./SAX J80 VHP J110 BUM J134 DRK J10 TNP PDZ4 LAX/1753	1470
	1246				
B/B762/E T469 G436 56 68 122 02/1		LARRI		ONRP	* ZCC

Section 9.
Transcriptions of Voice Recordings



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 8, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Radar Sector 42 position for the time period from September 11, 2001, 1235 UTC, to September 11, 2001, 1307:58 UTC.

Agencies Making Transmissions

Boston Center Kingston Sector
New York Center Radar Sector 42
Flexjet Business Jet Flight 420
New York Center Radar Sector 10
U S Airlines Flight 583
New York Center Radar Sector 39
United Airlines Flight 457
Federal Express Corporation Flight 3226
New York Center Radar Associate Sector 10
United Airlines Inc. Flight 175
Delta Airlines Inc. Flight 2315
Delta Airlines Inc. Flight 2433
New York Center Radar Associate Sector 55
Unknown Agency
New York Center Radar Sector 73
Northeast Air Defense Center, 24th Air Division
Delta Airlines Inc. Flight 1489
Continental Airlines Inc. Flight 683
United Airlines Inc. Flight 467
Delta Airlines Inc. Flight 1043
Delta Airlines Inc. Flight 351
U S Air Flight 429
Boston Center Rockdale Sector
Philadelphia Approach Control
New York Center-Area B Controller In Charge

Abbreviations


ZBW IGN
R42
LXJ420
R10
USA583
R39
UAL457
FDX3226
RA10
UAL175
DAL2315
DAL2433
RA55
Unknown
R73
Huntress
DAL1489
COA683
UAL467
DAL1043
DAL351
USA429
ZBW RKA
PHL
B-CIC

Agencies Making Transmissions

Abbreviations

New York Center Sector 9	R09
Atlantic Southeast Airlines, Inc. Flight 581	CAA581
Washington Center Sea Isle Sector	SIE
Cessna N912	N912
McGuire Radar Approach Control	WRI
New York Approach Control, Coyle Sector	N90 CYN
Boston Center Hampton Sector	ZBW HTO
New York Approach Control, Kennedy Sector	N90 JFK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1235

1236

1237

1237:17 ZBW IGN kennedy kingston ninety three

1237:32 R42 flex jet four twenty contact the new york center on one three four point six have a nice day

1237: 39 LXJ420 okay ah you have to say that again one thirty four point six for flex jet four twenty

1237:42 R42 that's perfect

1237:44 R10 hello forty two

1237:45 R42 yeah go ahead

1237:48 R10 control for climb american six ninety three

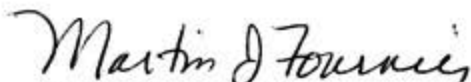
Agencies Making Transmissions

New York Center Sector 9
Atlantic Southeast Airlines, Inc. Flight 581
Washington Center Sea Isle Sector
Cessna N912
McGuire Radar Approach Control
New York Approach Control, Coyle Sector
Boston Center Hampton Sector
New York Approach Control, Kennedy Sector

Abbreviations

R09
CAA581
SIE
N912
WRI
N90 CYN
ZBW HTO
N90 JFK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:



Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1235

1236

1237

1237:17 ZBW IGN kennedy kingston ninety three

1237:32 R42 flex jet four twenty contact the new york center on one three
four point six have a nice day

1237:39 LXJ420 okay ah you have to say that again one thirty four point six
for flex jet four twenty

1237:42 R42 that's perfect

1237:44 R10 hello forty two

1237:45 R42 yeah go ahead

1237:48 R10 control for climb american six ninety three

1237:48	R42	yeah american six ninety three is your control
1237:50	R10	thank you
1237:51	R42	the fedex is if you want to turn him too thats fine
1237:53 1238	R10	ah ah thanks
1238:39	USA583	o center u s air five eighty three is with you level three five zero
1238:54	R42	i'm sorry who was that
1238:56 1239	USA583	u s air five eighty three checking in level three five zero good morning
1239:01	R42	u s air five eighty three new york center roger
1239:13	R39	forty two
1239:14	R42	yeah forty two
1239:16	R39	thirty nine c d eight two three flight level nah he wants thirty five how bout thirty five reference that guy um right over there
1239:24	R42	i gave the fedex turns because they're climbing the other guy in front so
1239:27	UAL457	is direct bel air possible for united four fifty seven
1239:28	R42	(unintelligible) is fine

1239:30	R39	three one o
1239:32	R42	fedex thirty two twenty six contact new york center on one three three point four seven good day
1239:37	FDX3226	thirty three forty seven fedex thirty two twenty six heavy so long
1239:39	R42	good day
1239:50 1240	UAL457	new york united four fifty seven
1240:05	RA10	hello
1240:07	R42	primary two two eight
1240:08	UAL457	new york united four fifty seven
1240:09	R42	yeah hold one minute
1240:11	R42	there you go okay what you go ahead
1240:13	RA10	ah sector ten i got a point out for you just west of lancaster there computer seven one two a four one o
1240:18	R42	is he at forty one o
1240:19	RA10	yeah
1240:20	R42	point out approved

1240:20	RA10	thanks n a
1240:32	UAL175	center good morning united one seventy fives heavy three one oh
1240:37	R42	united one seventy five new correction united one seventy five new york center roger
1240:43	R42	u s air five eighty three new york
1240:46	USA583	five eighty three go ahead
1240:49	R42	do me a favor haa there's an aircraft that they had threatening things off your left did they ask you to look to look for an aircraft it's an american flight he's about eight to nine o'clock right now and about ten miles from you just heading south bound the last reported altitude on him was twenty nine and nobody's not a sure what he might be at
1241:07	USA583	yeah we talked about him on the last frequency ah we spotted him um when he was at our three o'clock position and ah he did appear to us to be at twenty nine thousand feet we're not picking him up on the tcas i'll look again and see if we can spot him once more
1241:20	R42	no it looks like they shut off the transponder that's why the the question about it
1241:28	UAL175	new york united one seventy five heavy
1241:32	R42	united one seventy five go ahead

1241:34	UAL175	ya we figured we'd wait to go to your center ah we heard a suspicious transmission on our departure out of boston ah with someone ah da it sounded like someone keyed the mike and said ah everyone ah stay in your seats
1241:51	R42	oh okay i'll pass that along over here
1241:54	UAL175	it's ah cut out
1241:57	R42	hey kingston on the ninety three line
1241:58 1242	ZBW IGN	go ahead
1242:01	R42	that united one seventy five just came on my frequency and he said that they heard a suspicious ah transmission when they were leaving boston
1242:06	ZBW IGN	oh yea
1242:07	R42	of everybody stay in their seat that's what they heard is a suspicious transmission
1242:12	UAL175	did you copy that
1242:13	R42	just to let you know and ah that u s air five eighty three thought that the american he spotted him was at twenty nine
1242:18	ZBW IGN	okay
1242:19	R42	okay

1242:20	ZBW IGN	alright thanks a lot
1242:22	R42	just to let you know fifty five i don't really don't really want to talk with you right now this guy ul
1242:52	USA583	center where do you find him in relation to five eighty three now
1242:55	R42	ah he's about ah nine o'clock and just about twenty miles from you it looks like he's heading southbound but there's no transponder no nothing and no one's talking to him
1243:20	DAL2315	hello new york good morning delta twenty three fifteen passing twenty three nine for two eight oh
1243:26	R42	delta twenty three fifteen new york center roger
1243:32	DAL2433	new york center delta twenty four thirty three flight level three one oh
1243:38	R42	delta twenty four thirty three new york center roger
1243:57 1244	USA583	center u s air five eighty three
1244:01	R42	u s air five eighty three go ahead
1244:04	USA583	yeah i just picked up an e l t on one twenty one five it was brief but it ah went off
1244:09	R42	okay they said it's confirmed believe it or not as ah thing we're not sure yet so we're still trying going on another aircraft right now and they're trying to see what ah altitude he's at

1244:32	R42	kingston on ninety three line
1244:35	RA55	take a point out yet
1244:36	R42	not yet kingston on the ninety three line this is east texas
1244:38	ZBW IGN	go ahead sir
1244:38	R42	can you turn that delta twenty four thirty three a little bit to the right they got that eagle flight in there the guy at thirty one that they wanted to look at this american to see what altitude he was at can you put him on a like a two ninety and stop the delta fourteen eighty nine underneath him
1244:51	ZBW IGN	yeah we just put just put delta twenty four thirty three on you we will try him again if we have him we will put him on a two ninety alright
1244:56	R42	i'm not talking to the delta oh okay
1244:58	ZBW IGN	alright
1244:59	R42	delta twenty four thirty three new york
1245:03	DAL2433	go ahead
1245:05	R42	turn right heading of two niner zero delta twenty four thirty three vectors for traffic
1245:07	DAL2433	delta twenty four thirty three at two nine zero we picked up that e l t too but its ah very faint

1245:11	ZBW IGN	we don't have the delta twenty four thirty three
1245:12	R42	roger can you make it a nice tight turn ah it would help ah traffic eleven o'clock and about ten miles northbound just turning eastbound at thirty one
1245:21	DAL2433	we'll make it tight
1245:22	Unknown	yeah we're here yeah
1245:23	R42	thanks
1245:26	R73	air canada three zero seven at two eight zero please
1245:37	Huntress	heads up new york amis huntress i d
1245:44	Huntress	new york amis huntress i d
1245:51	R42	delta twenty four thirty three thank you for the turn cleared direct to ah solberg
1245:57	DAL2433	direct solberg delta twenty four thirty three wilco
1246:00	R42	roger
1246:13	DAL1489	new york center delta fourteen eighty nine heavy out of two nine zero for three nine zero
1246:18	R42	continental six eighty three contact the new york center now on ah one tree four point tree two

1246:24	COA683	three four three two continental six eighty three we'll see you
1246:27	R42	united four sixty seven contact new york center on one tree tree point four seven
1246:31	UAL467	thirty three forty seven united four si (unintelligible)
1246:35	DAL1043	good morning new york delta ten forty three checking in three nine oh
1246:38 1247	R42	delta ten forty three new york center roger
1247:16	R42	delta three fifty one contact new york center on one three four point three two
1247:21	DAL351	three four three two delta three fifty one
1247:24	R42	delta fourteen eighty nine are you on the frequency
1247:27	DAL1489	delta fourteen eighty nine out of three one zero for three nine zero
1247:31	R42	delta fourteen eighty nine new york center roger cleared direct to pottstown
1247:35	DAL1489	direct pottstown delta fourteen eighty nine heavy
1247:37 1248	R42	roger

1248:51	R42	delta twenty three fifteen contact the new york center on ah one three four point six have a nice day
1248:59	DAL2315	one three four point six delta twenty three fifteen you you do the same
1249:03	R42	it's thirty four six three four point six
1249:30	Huntress	new york amis huntress i d
1249:30	Unknown	three to five minutes
1249:38	USA429	ah new york u s airs four twenty nine is ah leveling three five zero smooth
1249:48	R42	i'm sorry who was that
1249:50	USA429	u s air four twenty nine leveling three five zero
1249:52 1250	R42	ah u s air four twenty nine new york center roger
1250:13	Unknown	anybody know what that smoke is in lower manhattan
1250:17	R42	i'm sorry say again
1250:19	Unknown	a lot of smoke in lower manhattan
1250:22	R42	a lot of smoke in lower manhattan

1250:24	Unknown	(unintelligible) coming out of the top of the world trade center building a major fire
1250:26	Unknown	yeah
1250:42	Unknown	i got him now
1250:47	R42	and ah which was the one that just saw the major fire
1250:52	DAL1489	this delta fourteen eighty nine uh we can see the lower manhattan looks like the world trade center's on fire but it's hard to tell from here
1251:03	R42	delta fourteen eighty nine roger
1251:08	DAL1489	let us know if you hear any news down there
1251:10	R42	roger
1251:31	ZBW RKA	elmira rockdale thirty
1251:33	R42	delta ten forty three cleared direct to pottstown
1251:36	DAL1043	pottstown delta ten forty three
1251:43	R42	united one seventy five recycle your transponder and squawk code of one four seven zero
1251:54 1252	R42	united one seventy five new york
1252:10	R42	united one seventy five do you read new york

1252:14	R42	delta fourteen eighty nine do you read new york
1252:17	DAL1489	delta fourteen eighty nine go ahead
1252:19	R42	okay just wanted to make sure you read new york ah united united one seventy five do you read new york
1252:30	R42	kingston on the ninety three line kennedy
1252:34	Unknown	new york amis huntress i d
1252:36	PHL	modena phil fourteen line v f r
1252:37	B-CIC	see if they want altitude on that plane altogether
1252:46	R42	kingston on the ninety three line east texas
1252:53	R42	kingston on the ninety three line east texas
1252:54	ZBW IGN	kingston
1252:55	R42	do me a favor see if united one seventy five went back on to your frequency
1252:58	ZBW IGN	united one seventy five
1252:59 1253	R42	yes
1253:14	ZBW IGN	he is not here er east texas

1253:20	R42	ten
1253:22	RA10	hello
1253:24	R42	do you um see that united one seventy five anywhere and do me a favor you see that target there that thirty three twenty one code at thirty three five climbing don't know who he is but you got the u s air five eighty three if you need to descend him down you can nobody we may have a hijack we have some problems over here right now
1253:39	RA10	oh you do
1253:40	R42	yes and
1253:42	RA10	okay
1253:43	R42	that that may be real traffic nobody knows i can't get a hold of united one seventy five at all right now and i don't know where he went to
1253:47	RA10	alright okay i'll see if i have one
1253:49	R42	alright
1253:51	RA10	okay
1253:52	R42	united one seventy five new york
1254:00	USA583	new york five eighty three

1254:05	R42	go ahead u s air five eighty three go ahead
1254:07	USA583	yeah getting uh reports on over the radio of uh a commuter plane hitting the world trade center is that uh nordo seven six still in the air
1254:16	R42	don't know but just stand by delta twenty four thirty three turn left to heading of one seven zero now i have traffic i'm not really sure if it's good out of thirty two might be descending might be climbing i'm showing him at thirty one right now
1254:28	DAL2433	heading one uh seven zero delta twenty four thirty three
1254:33	R42	united one seventy five do you read new york
1254:38	R42	delta twenty four thirty three um can you climb to flight level three three zero the traffic looks like he is descended back down to thirty one now
1254:46	DAL2433	yeah we can go up
1254:48	R42	okay climb and maintain flight level three three zero delta twenty four thirty three
1254:51	DAL2433	climbing to thirty three delta twenty four thirty three
1255		
1255:15	DAL2433	yeah where is the traffic in relation with delta twenty four thirty three

1255:18	R42	about one o'clock and about twelve miles from you he turns he appears to be turning eastbound right now uh are you climbing to flight level right now he is out of twenty nine eight it looks like
1255:29	DAL2433	we're climbing and we got him in sight
1255:50	R42	delta twenty four thirty three turn right now to a heading two niner five now the traffic looks like he is at twenty uh nine
1255:58	DAL2433	right to two nine five delta twenty four thirty three
1256:17	R42	delta twenty four thirty three um don't really know we have a couple of incidences going on right now we're not really sure whats going with any of these airplanes
1256:23	ZBW IGN	kingston nintey three hand off american
1256:25	DAL2433	roger that
1256:46	R42	delta twenty four thirty three that traffic appears to be about twelve o'clock right now and just about three miles from you eastbound he seems to be at twenty nine right now
1256:57	DAL2433	delta twenty four thirty three yeah we're passing right by we'll see if we can get you a ah id on
1257:04	R42	right now he's at twenty eight he is eleven o'clock and less than a mile
1257:08	DAL2433	looks like a united uh seven six two hundred as far as i can tell

1257:14	R42	okay thank you very much
1257:49	R42	nine
1257:51	R09	go ahead
1257:52	R42	oh i'm sorry i got some handoffs for you we got some incidents going over here is delta twenty four thirty three going to be okay at thirty three i had to climb him for traffic i let you united one seventy five just took off out of uh thing we might have a hijack over here two of them
1258:03	USA583	and center five eighty three
1258:04	R09	two okay
1258:05	R42	so delta twenty four thirty yeah okay
1258:06	R09	yeah the delta is good at thirty three
1258:08	R42	okay and uh the delta fourteen eighty nine is coming to you also
1258:13	R09	okay
1258:14	R42	here he is
1258:15	R09	radar
1258:17	R42	delta fourteen eighty nine contact new york center now on one three four point three two

1258:20	DAL1489	delta fourteen eighty nine three four three two
1258:23	R42	delta twenty four thirty three thank you for the help and that ah united just took off and we are not really sure what he is doing you thought it was united seven sixty seven though
1258:31	DAL2433	thats uh thats what it looked like
1258:33	R42	thank you delta twenty four thirty three fly heading of two seven zero join jay seventy five resume own navigation thanks for the climb
1258:40	DAL2433	heading two seven zero and join the jet route delta twenty four thirty three
1258:47	USA583	and center five eighty three
1258:52	R42	ah i'm sorry who is that
1258:54	USA583	u s air five eighty three i hate to keep burdening you with this stuff but now we're picking up another e l t on twenty one five
1259:00	R42	u s air five eighty three thanks contact new york center on one three four point three two thirty four thirty two
1259:06	USA583	thirty four thirty two for u s air five eighty three good day
1300		
1300:32	Unknown	alright alright e l t reported by
1300:34	R09	go ahead sir

1300:35	Unknown	in the vicinity
1300:37	R42	yeah nine i'm sorry we got a little confused over here
1300:37	Unknown	quiet
1300:38	R09	what's the matter
1300:39	R42	we got a little bit screwed up over here delta ten forty three going to be okay you can start the
1300:42	R09	yeah
1300:43	R42	delta ten
1300:44	R09	yeah radar
1300:45	R42	four thirty three back down again
1300:47	R09	ok thank you
1300:48	R42	thanks
1300:49	R09	thank you
1300:50	R42	delta ten forty three contact new york center one tree four point tree two good day
1300:53 1301	DAL1043	thirty four thirty two so long

1301:03	ZBW IGN	elmira kingston ninety three
1301:29	Unknown	east texas are you gonna take that candler
1301:35	Unknown	ken
1301:59	Unknown	hey kennedy ninety three stewart manual hand off
1302:00	CAA581	center candler five eight one out of twenty nine three for three five oh
1302:04	R42	candler five eighty one new york center roger
1302:10	R42	delta ten forty three contact new york center on one tree four point tree two
1302:18 1303	R42	delta fourteen eighty nine new york
1303:11	ZBW RKA	elmira thirty nine line rockdale
1303:15	R42	u s air four twenty nine contact new york center on one tree four point tree two good day
1303:22	USA429	three four three two u s air ah four twenty nine
1303:37	ZBW IGN	hey east texas ninety three kingston
1303:39	SIE	kingston ninety nine this is sea isle hand off nine one bravo zulu

1303:47	ZBW IGN	east texas call kingston when you get a moment please
1304		
1304:03	ZBW IGN	new york center are you there east texas
1304:04	R09	forty two nine
1304:07	R42	yes
1304:08	R09	see if delta twenty four thirty three is on your frequency go over to
1304:10	R42	delta twenty four thirty three new york
1304:12	DAL2433	go ahead for delta twenty four thirty three
1304:14	R42	contact new york center one three four point three two
1304:16	DAL2433	three four three two good day
1304:27	R42	candler five eighty one squawk one five three six
1304:30	CAA581	one five three six candler five eighty one
1304:35	R42	u s air four twenty nine contact new york center on one three four point three two
1305		
1305:09	R42	candler five eighty one cleared direct to pottstown
1305:12	CAA581	direct pottstown candler five eighty one

1305:59	R42	kingston ninety three line this is east texas
1306:04	PHL	modena philly departure four two line
1306:06	N912	philidelphia approach cessna niner one two turning east and then north
1306:11	R42	kingston ninety three line east texas
1306:13	ZBW IGN	yeah kingston here
1306:15	R42	you wanna start bringing me some traffic just spread it out a little bit for me would you now
1306:17	ZBW IGN	ok
1306:19	R42	please
1306:21	ZBW IGN	i only got one south west we routed most of this stuff into uh cleveland so i only got one guy who's routed towards you right now
1306:25	R42	ok
1306:28	ZBW IGN	good luck man
1306:44 1307	WRI	manta mcguire fifty five
1307:40	N90 CYN	lake henry coyle ninety nine
1307:56	ZBW HTO	atlantic thirty nine hampton

ZNY-ARTC
UAL175

Page 23 of 23

1307:58 N90 JFK

camrn and water kennedy on the six you're in a
hold for everybody

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 8, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Radar Associate Sector 42 position for the time period from September 11, 2001, 1255:51 UTC, to September 11, 2001, 1307:55 UTC.

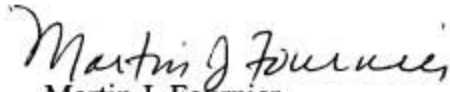
Agencies Making Transmissions

New York Center Radar Sector 42
Delta Airlines Inc. Flight 2433
Boston Center Kingston Sector
New York Center Radar Associate Sector 42
U S Air Flight 583
Unknown Agency
Delta Airlines Inc. Flight 1489
New York TRACON Liberty Sector
Delta Airlines Inc. Flight 1043
Atlantic Southeast Airlines, Inc. Flight 581
U S Air Flight 429
Washington Center Sea Isle Sector
Philadelphia Approach Control
Cessna N912
New York TRACON Newark Sector
McGuire Radar Approach Control
New York TRACON Coyle Sector
Boston Center Hampton Sector

Abbreviations

R42
DAL2433
ZBW IGN
RA42
USA583
Unknown
DAL1489
N90 LIB
DAL1043
CAA581
USA429
SIE
PHL
N912
N90 EWR
WRI
N90 CYN
ZBW HTO

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1255:51	R42	delta twenty four thirty three turn right now to a heading two niner five now that traffic looks like he's at twenty uh nine
1255:58	DAL2433	right to two nine five delta twenty four thirty three
1256:17	R42	delta twenty four thirty three um don't really know we have a couple of incidences going on right now we're not really sure whats going with any of these airplanes
1256:23	ZBW IGN	kingston ninety three handoff american
1256:25	DAL2433	roger that
1256:26	RA42	you gotta spin that we got an incident going on over here shut the shut the sector down everything spin to me
1256:30	ZBW IGN	say it again
1256:31	RA42	can't take any traffic right now we got a lot of stuff going on
1256:47	R42	delta twenty four thirty three that traffic appears to be about twelve o'clock right now and just about three miles from ya eastbound he seems to be at twenty nine right now

1256:57	DAL2433	delta twenty four thirty three yeah we're passing right by we'll see if we can get you a ah id on
1257:04	R42	right now he's at twenty eight he's eleven o'clock now and less then a mile
1257:09	DAL2433	looks like a united uh seven six two hundred as far as i can tell
1257:14	R42	okay thank you very much
1257:50	ZBW IGN	elmira kingston thirty nine
1257:58 1258	ZBW IGN	elmira kingston thirty nine
1258:03	USA583	and center five eighty three
1258:04	ZBW IGN	texas kingston ninety three
1258:06	RA42	yeah
1258:07	ZBW IGN	can i give him a reason for holding
1258:09	Unknown	okay
1258:09	RA42	ah just stuff going on here we may have like believe it or not we might have a hijack going on over here
1258:15	ZBW IGN	hijack
1258:16	RA42	yeah

ZNY-ARTC 48
UAL175

Page 4 of 8

1258:18	R42	one three four point three two
1258:21	DAL1489	delta fourteen eighty nine three four three two
1258:23	R42	delta twenty four thirty three thank you for the help that ah that united just took off and we are not really sure what he is doing you thought it was united seven sixty seven though
1258:28	DAL2433	thats uh thats what it looked like
1258:33	R42	thank you delta twenty four thirty three fly heading of two seven zero join jay seventy five resume own navigation thanks for the climb
1258:40	DAL2433	heading two seven zero and join the jet route delta twenty four thirty three
1258:47	USA583	and center five eighty three
1258:52	R42	i'm sorry who's that
1258:55	USA583	u s air five eighty three i hate to keep burdening you with this stuff but now we're picking up another e l t on twenty one five
1259:00	R42	u s air five eighty three thanks contact new york center on one three four point three two thirty four thirty two
1259:06 1300	USA583	thirty four thirty two for u s air five eighty three good day
1300:37	RA42	liberty west fifteen line

1300:40	N90 LIB	what
1300:41	RA42	you see that you know about that thirty three twenty one code
1300:43	N90 LIB	yeah we're watching him
1300:44	RA42	okay cause we don't know what he's doing
1300:45	N90 LIB	i know
1300:45	RA42	okay
1300:46	N90 LIB	check
1300:50	R42	delta ten forty three contact new york center one tree four point tree two good day
1300:53 1301	DAL1043	thirty four thirty two so long
1301:04	ZBW IGN	elmira kingston ninety three
1301:28	Unknown	east texas are you gonna to take that candler
1301:34	Unknown	ken
1301:59	Unknown	hey kennedy ninety three stewart manual handoff
1302:00	CAA581	center candler five eight one out of twenty nine three for three five oh

ZNY-ARTC 48
UAL175

Page 6 of 8

1302:04	R42	candler five eighty one new york center roger
1302:10	R42	delta ten forty three contact new york center on one tree four point tree two
1302:19 1303	R42	delta fourteen eighty nine new york
1303:11	Unknown	elmira thirty nine line rockdale
1303:16	R42	u s air four twenty nine contact new york center on one tree four point tree two good day
1303:22	USA429	three four three two u s air ah four twenty nine
1303:36	ZBW IGN	hey east texas ninety three kingston
1303:37	SIE	kingston ninety nine this is sea isle handoff nine one bravo zulu
1303:47 1304	ZBW IGN	east texas call kingston when you get a moment please
1304:03	ZBW IGN	new york center are you there east texas
1304:07	RA42	yeah
1304:08	ZBW IGN	i know um i understand that that we got some problems but just let me know if you guys are ever are gonna be able to take traffic at some point
1304:11	RA42	yes

ZNY-ARTC 48
UAL175

Page 7 of 8

1304:13	RA42	hold on
1304:16	ZBW IGN	okay
1304:17	RA42	hold on just a second kingston
1304:18	ZBW IGN	okay
1304:23	RA42	lets just hold off for a few more minutes
1304:24	ZBW IGN	okay we're gonna we're going to put everyone on the ground that we have and hold off everyone that we have in the air
1304:26	RA42	alright
1304:28	RA42	thank you
1304:28	ZBW IGN	alright
1305		
1306		
1306:04	PHL	modena philly departure four two line
1306:06	N912	(unintelligible) philadelphia approach cessna niner one two turning east and then north
1306:20	N90 EWR	penns newark on the six
1306:44	WRI	manta mcguire fifty five
1307		
1307:39	N90 CYN	lake henry coyle ninety nine

ZNY-ARTS 48
UAL175

Page 8 of 8

1307:55 ZBW HTO atlantic thirty nine hampton

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 2, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Radar Sector 55 position for the time period from September 11, 2001, 1248 UTC, to September 11, 2001, 1321 UTC.

Agencies Making Transmissions

New York Center Radar Sector 55
American Airlines Inc. Flight 151
Hawker N3TA
American Airlines Inc. Flight 281
Delta Air Lines Inc. Flight 45
Trans World Airlines Inc. Flight 885
Delta Air Lines Inc. Flight 2315
U S Air Flight 542
New York Center Radar Sector 09
U S Air Flight 1973
Delta Air Lines Inc. Flight 289
Boston Center Kingston Sector
Learjet N50MJ
Trans World Airlines Inc. Flight 3
Unknown Agency
Continental Air Lines Inc. Flight 211
New York TRACON South Sector
New York TRACON South Sector Employee 1
New York TRACON South Sector Employee 2
New York TRACON
Taca International Airlines S. A. Flight 580
Colgan Air Flight 5981
Boston Center Stewart Sector

Abbreviations

R55
AAL151
N3TA
AAL281
DAL45
TWA885
DAL2315
USA542
R09
USA1973
DAL289
ZBW IGN
N50MJ
TWA3
Unknown
COA211
N90LIBS
N90LIBS-1
N90LIBS-2
N90
TAI580
CJC5981
ZBW SWF

Agencies Making Transmissions

Washington Center Sea Isle Sector
America West Airlines
New York TRACON Liberty West Sector
Delta Air Lines Inc. Flight 9900
Continental Air Lines Inc. Flight 1167
Washington Center Coyle Sector
Trans States Airlines, Inc. Flight 5411

Abbreviations

ZDC SIE
AWE193
N90LIBW
DAL9900
COA1167
ZDC CYN
LOF5411

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Martin J. Fournier
Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1248

1249

1249:06 R55 american one fifty one traffic's no factor climb and
maintain flight level two eight zero

1249:11 AAL151 ah we're out of two seven zero for two eight zero american one
fifty one

1249:15 R55 hawker three tango alpha maintain flight level two eight zero

1249:18 N3TA two eight zero three tango alpha

1249:19 R55 hawker three tango alpha contact new york one three four
point three two

1249:23 N3TA thirty four one two er ah say the frequency for three tango alpha
again

1249:26 R55 thirty four thirty two

1249:28	N3TA	thirty four thirty two three tango alpha
1249:29	R55	american one fifty one maintain i just did it already twenty eight already right
1249:33	AAL151	that's affirmative twenty eight
1249:34	R55	american one fifty one contact new york one three four three two
1249:37	AAL151	thirty four thirty two good day
1249:39	R55	american two eighty one turn twenty degrees right radar vectors for traffic
1249:43	AAL281	twenty two zero degrees to the right american ah two eighty one
1249:47	R55	delta forty five climb and maintain flight level two eight zero
1249:50	*(DAL45)	*(delta)
1249:52	R55	delta forty five climb and maintain flight level two eight zero
1249:55	DAL45	delta forty five climbing to two eight zero
1249:59	TWA885	new york center t w a eight eighty five heavy at one five thousand for one seven thousand
1250:04	R55	t w a eight eighty five heavy new york center good morning

1250:06	TWA885	morning
1250:19	DAL2315	hello new york good morning delta twenty three fifteen with you at two eight oh
1250:23	R55	delta twenty three fifteen new york center good morning
1250:48	USA542	new york center u s air five forty two level one seven thousand
1250:50	R55	u s air five forty two new york center roger
1250:55	R55	u s air five forty two climb and maintain flight level two seven zero
1251:00	USA542	up to two seven zero u s air five forty two
1251:08	R55	u s air five forty nine contact new york center one three four point three two
1251:18	R55	u s air five forty nine new york
1251:25	R55	t w a eight eighty five climb and maintain flight level two two zero
1251:29 1252	TWA885	flight level two two zero t w a eight eight five heavy
1252:14	R55	american two eighty one direct larri on course
1252:17	AAL281	okay back direct larri american two eighty one

1252:19	R55	i never had any joy from u s air five forty nine
1252:21	R09	alright
1252:22	R55	and american two eighty one's going direct to larri
1252:23	R09	alright
1252:23	R55	c x
1252:27	R55	u s air nineteen seventy three reduce speed to two five zero
1252:30	USA1973	two fifty u s air nineteen seventy three
1252:31	R55	delta forty five maintain flight level two seven zero
1252:36	DAL45	delta forty five two seven zero
1252:37	R55	thank you u s air nineteen seventy three fly heading two niner zero radar vectors for in trail spacing
1252:42	USA1973	two nine zero u s air ah nineteen seventy three
1252:45	R55	u s air nineteen seventy three contact new york one three four three two
1252:55	R55	u s air nineteen seventy three contact new york one three four three two
1252:58	USA1973	three four three two u s air nineteen seventy three

1253:00	R55	delta two eighty nine contact new york one three four three two
1253:08	DAL289	delta two eighty nine three four three two
1253:14	ZBW IGN	he's not here ah east texas
1253:17	N50MJ	new york center lear november five zero mike juliet out of sixteen three for seventeen thousand one seven thousand
1253:22	R55	lear november five zero mike juliet new york center roger
1253:26	R55	nine fifty five
1253:27	R09	go ahead
1253:28	R55	okay north of pottstown about twenty miles code three three two one - - - you see it
1253:31	TWA3	morning new york t w a three heavy sixteen two for one seven thousand
1253:33	R09	ah yeah
1253:34	R55	that's a hijacked aircraft it's an american boeing seven fifty seven
1253:37	R09	and he's going southbound
1253:38	R55	we have no idea what he's doing
1253:40	R09	okay

1253:40	R55	okay
1253:40	R09	alright
1253:41	R55	thank you
1253:41	R09	alright
1253:58	TWA3	new york t w a three heavy sixteen six for one seven thousand
1254:02	R55	t w a three heavy new york center roger good morning maintain flight level two two zero
1254:06	TWA3	maintain flight level two two zero t w a three heavy
1254:10	R55	u s air five forty two reduce speed to two eight zero
1254:14	USA542	we're ah two eighty now u s air five forty two
1254:16	R55	because i said the wrong word i'm sorry sir u s air five forty two maintain two hundred and fifty knots please
1254:21	USA542	slow to two fifty u s air five forty two
1254:27	R55	delta twenty three fifteen delta twenty three fifteen turn left immediately to a heading of two zero zero
1254:33	DAL2315	left turn immediately two zero zero delta twenty three fifteen

1254:36	R55	roger traffic one o'clock ten miles turning into your face descending out of thirty one it's a hijacked aircraft we don't know what he's doing
1254:43	DAL2315	twenty three fifteen
1254:44	R55	u s air five forty two turn left heading two zero zero
1254:48	USA542	left two zero zero u s air five forty two
1254:50	R55	five zero mike juliet maintain flight level two one zero
1254:54	N50MJ	out of seventeen for two one zero mike juliet
1254:56	R55	delta twenty three fifteen the traffic is now at your well if your heading on a two hundred heading he's about your two o'clock and about seven ah looks like thirty point six descending
1255:06	DAL2315	ah we have him in sight sir
1255:08	R55	delta twenty three fifteen roger
1255:12	DAL2315	ah traffic in sight---yeah he's in sight
1255:16	R55	okay you can maneuver as necessary to avoid that aircraft sir i do not know what he's doing
1255:28	R55	delta twenty three fifteen any evasive action you need to take is approved
1255:37	R55	delta twenty three fifteen can you tell me what kind of aircraft that is and whose companys

1255:43	Unknown	blocked
1255:43	R55	delta twenty three fifteen can you tell me what kind of aircraft it is and whose company
1255:48	DAL2315	ah he's going behind us sir i'm gonna try to get a good look at him delta twenty three fifteen
1255:52	R55	u s air five forty two you see him there at twelve o'clock and five eastbound twenty eight and eight
1255:56	USA542	affirmative ah we got an r a on him we're ah leveling here
1256:00	R55	okay you can ah u s air five forty two fly heading of two niner zero now radar vectors for your climb
1256:04	USA542	kay two niner zero u s air five forty two
1256:07	R55	delta twenty three fifteen he's behind you now you can turn right to a heading of two eight zero and join the airway
1256:11	DAL2315	ah yes sir and ah didn't get a good look at him but it was a darker paint scheme
1256:15	R55	okay u s air five forty two can you tell who he is
1256:18	USA542	is that the guy that was right ahead of us
1256:19	R55	yes it is
1256:20	USA542	it looks like a delta airplane to me

1256:22	R55	okay it looks like a delta seven five
1256:23	ZBW IGN	kingston ninety three handoff american
1256:24	USA542	yes
1256:26	R55	delta forty five maintain flight level two seven zero and contact new york one three four three two
1256:37	R55	u s air five forty two was it a seven five seven
1256:39	Unknown	(unintelligible)
1256:40	R55	u s air five forty two was it a seven five seven
1256:42	USA542	yeah it looked like a seven fifty seven and ah it looked like a delta if you woulda told me that that was him i coulda got a better look at him
1256:48	R55	okay yeah i'm sorry i was busy looking at the guy in front of you u s air t w a three t w a three traffic one o'clock ten miles southeastbound descending out of twenty eight point seven we believe it's a hijacked aircraft ah it looks like a seven five seven we're trying to find out what the livery is
1257:05	TWA3	t w a ah three heavy's looking negative contact
1257:09	R55	delta twenty three fifteen you can proceed direct to modena on course
1257:12	*(DAL2315)	cause we were maneuvering to get out of his way but ah i concur with the guy behind us

1257:18	R55	okay thank you delta twenty three fifteen direct modena on course
1257:23	TWA3	center t w a three
1257:24	R55	yes
1257:25	TWA3	(unintelligible) aircraft now at ah it looks like three o'clock
1257:28	R55	okay can you see what ah the livery was
1257:33	TWA3	ah its dark paint scheme and ah if i was guessing i would say united but ah that would be just a guess
1257:39	R55	okay
1257:42	Unknown	(unintelligible) level seventeen thousand
1257:45	R55	continental two eleven new york center roger climb to flight level two eight zero
1257:49	COA211	we're leaving seventeen for two eight zero continental two eleven
1257:53	R55	t w a eight eighty five climb and maintain flight level two eight zero
1257:56	Unknown	i stepped on ya
1257:57	R55	t w a eight eighty five maintain flight level two eight zero
1258:00	TWA885	flight level two eight zero t w a eight eighty five heavy

1258:02	R55	one ah five zero mike juliet ah maintain flight level two two zero
1258:05	ZBW IGN	kingston ninety three
1258:06	Unknown	blocked
1258:07	R55	five zero mike juliet maintain flight level two two zero
1258:09	N50MJ	out of twenty one for twenty two fifty mike juliet
1258:13	Unknown	center the aircraft was light color with a dark tail
1258:16	R55	okay
1258:33	R55	delta twenty three fifteen thanks for your help contact the new york center on one three four point three two
1258:39	DAL2315	thirty four thirty two delta twenty three fifteen
1258:41	R55	u s air five forty two direct modena resume own navigation
1258:45	USA542	roger direct modena u s air five forty two
1258:47	R55	u s air five forty two roger maintain flight level two eight zero and your normal speed
1258:51	USA542	kay up to two eight zero normal speed u s air five forty two
1258:53	R55	t w a three maintain flight level two six zero

1258:56	TWA3	t w a three heavy leaving two two for two six zero
1258:59	R55	zero mike juliet maintain flight level two three zero
1259:02	N50MJ	(unintelligible) two three zero mike juliet
1259:04	R55	american two eighty one contact the new york center on one three three point four seven
1259:09	AAL281	thirty three four seven american two eighty one good day
1259:21	R55	u s air five forty two um did you say you thought it was a dark paint scheme
1259:27	USA542	no it was a light colored paint scheme with a dark tail i thought it was a delta airplane
1259:30	Unknown	stop all the yardley traffic
1259:32	R55	okay understood u s air five forty two thank you and i'm sorry i didn't ah turn you into him head on as quick as i could have i was busy talking to the guy right in front of you
1259:34	Unknown	okay stop the ah lanna and the biggys
1259:40	USA542	we coulda joined up but ah
1259:44	R55	yeah no ah i was actually much more concerned about the possibility of you gettin too close to him u s air five forty two thanks for your help contact new york on one three four point three two

1259:44	Unknown	(unintelligible)
1259:53 1300	USA542	four thirty two u s air five forty two so long
1300:02	R55	taca five eighty climb and maintain flight level two eight zero
1300:08	R55	i need to talk to the tacas if he's there
1300:20	R55	liberty south yardley eighty eight line
1300:25	R55	liberty south yardley eighty eight line
1300:26	N90LIBS	south
1300:27	R55	taca five eighty climb him to twenty eight
1300:29	N90LIBS-1	he's
1300:30	N90LIBS-2	taca
1300:30	N90LIBS-1	he's already switched over though
1300:31	N90LIBS-2	your talking to him
1300:32	R55	no i'm not
1300:32	N90LIBS-1	you should have him
1300:33	N90LIBS-1	taca five eighty contact new york center one three four point six

1300:36	R55	no climb him
1300:36	N90	(unintelligible)
1300:37	R55	no climb him
1300:38	TAI580	one three four point six good day
1300:40	N90LIBS-1	taca
1300:40	N90LIBS-2	taca five eighty climb and maintain flight level two eight zero
1300:47	TAI580	new york center good morning tacafive eighty checking in with you leaving correction is level one seven thousand
1300:54	R55	taca five eighty new york center maintain flight level two eight zero
1300:58	TAI580	two eight zero tacafive eighty thank you
1301:02	R55	t w a eight eighty five maintain flight level two eight zero contact new york one three four three two
1301:04	ZBW IGN	elmira kingston ninety three
1301:07	TWA885	thirty four thirty two good luck and we'll see ya
1301:10	R55	thanks t w a three maintain flight level two seven zero
1301:13	TWA3	t w a three heavy leaving two six for two seven zero

1301:15	R55	continental two eleven ah amend your altitude to flight level two six zero
1301:19	COA211	okay we'll stop at two six zero continental two eleven
1301:22	R55	november zero mike juliet maintain flight level two six zero that's your final
1301:26	N50MJ	two six zero that'll be final mike juliet
1301:28	R55	november five zero mike juliet contact new york one three four point three two
1301:33	Unknown	east texas are you going to take that candler
1301:34	N50MJ	three four three two great job mike juliet
1301:34	Unknown	(unintelligible)
1301:35	R55	bye bye
1301:40	Unknown	november
1301:43	CJC5981	colgan fifty nine eighty one ah fifteen point three for one seven thousand
1301:47	R55	colgan fifty nine eighty one new york center roger
1301:59	ZBW SWF	lake henry ninety three stewart manual handoff
1302:11	R55	t w a three maintain flight level two eight zero

1302:14	TWA3	t w a three heavy we'll climb and maintain two eight zero
1302:16	R55	t w a three heavy thanks contact new york on one three four point three two we'll see ya
1302:20 1303	TWA3	thirty four thirty two good day t w a three heavy
1303:27	R55	colgans fifty nine eighty one climb and maintain flight level two zero zero
1303:30	CJC5981	any chance of one eight oh
1303:32	R55	yeah ah maintain flight level one eight zero
1303:34	CJC5981	very good thank you fifty nine eighty one
1303:36	ZBW IGN	hey east texas ninety three kingston
1303:37	ZDC SIE	dixie ninety nine this is sea isle with a handoff nine one bravo zulu
1303:41	R55	continental two eleven maintain flight level two eight zero
1303:44	COA211	maintain two eight zero continental two eleven
1303:47	ZBW IGN	east texas call kingston when you get a moment please
1303:47	R55	continental two eleven roger contact new york one three four point three two
1303:51	COA211	one three four three two continental two eleven good day

1303:54	R55	good day
1303:56	AWE193	hello new york cactus one ninety threes ah one four thousand climbing one seven thousand (unintelligible) from manta sector says hi
1304:03	ZBW IGN	new york center are you there east texas
1304:04	R55	cactus ah one ninety three (unintelligible) new york center roger ah ah i'll have higher for you in just a moment
1304:09	AWE193	roger
1304:18	R55	cactus one ninety three can you guys see the city from behind you there
1304:24	AWE193	ah not anymore
1304:26	R55	okay
1304:28	AWE193	it looked like the ah world trade center's on fire
1304:31	R55	yes its a boeing seven fifty seven we think just flew into the air into the building
1304:38	AWE193	are you you're not kidding right
1304:40	R55	no i'm not kidding
1304:43	AWE193	oh shit

1304:44	R55	yes sir cactus one ninety three climb and maintain flight level two eight zero
1304:49	AWE193	uh flight level two eight uh you gotta pardon me i'm just as shocked two eight zero cactus uh whoever i am one ninety three
1305:00	R55	cactus one ninety three roger
1305:05	Unknown	listening to c b s news on ah twelve ten they think it was a small twin
1305:10	R55	yeah i i hope so we had air several aircraft identify it as a seven fifty seven
1305:16	Unknown	unbelievable
1305:21	N90LIBW	yardley west eighty eight
1305:22	Unknown	(unintelligible) was he a departure or an arrival
1305:24	R55	we don't know we think it was a hijack
1305:27	Unknown	that's (unintelligible) we were waiting number one and ah ah waiting for take off and ah i don't even remember a seven five taking off in quite awhile
1305:36	R55	yeah we don't know where he came from sir actually um we're really not certain taca five eighty taca contact the new york center one three four point three two
1305:46	TAI580	one three four point three two good day sir taca five eighty

1305:49	R55	good day
1305:51 1306	Unknown	(unintelligible)
1306:33	DAL9900	center delta ninety nine hundred twelve and a half for seventeen
1306:37	R55	was that delta ninety nine hundred calling
1306:40	DAL9900	yes sir it was twelve seven for seventeen thousand
1306:44	R55	delta ninety nine hundred new york center roger proceed direct to the byrdd intersection i'll have higher for you in just a moment
1306:48	DAL9900	direct to byrdd ninety nine hundred
1307:00	R55	continental eleven sixty seven are you on
1307:02	COA1167	ah just got the handoff we're at sixteen three for seventeen
1307:05	R55	continental eleven sixty seven new york center maintain flight level one niner zero
1307:09	COA1167	up to one niner zero continental eleven sixty seven
1307:13	R55	delta ninety nine hundred can you see manhattan
1307:16	DAL9900	yes sir
1307:17	R55	can you see anything un unusual

1307:19	DAL9900	ah we took off and saw the plane ram the south tower it looks to be about maybe two hundred feet high and there's still some smoke all the way around
1307:28	R55	okay thank you sir
1307:39	ZDC CYN	hey kennedy coyle ninety nine
1307:46	Unknown	(unintelligible)
1307:52	DAL9900	and ah we watched it just after it happened and it's continuing to escalate in the amount of smoke so i guess they haven't got it under control
1308:00	R55	okay
1308:07	R55	waterski fifty four eleven new york
1308:11	R55	liberty west yardley eighty eight
1308:14	N90LIBW	west
1308:15	R55	ah waterski fifty four eleven put him on a two seventy heading to join and send him over
1308:17	N90LIBW	ah i'm sorry here he comes
1308:18	R55	two seventy to join please thank you
1308:19	N90LIBW	check
1308:22	R55	continental eleven sixty seven ah say your heading

1308:27	COA1167	two forty five
1308:29	R55	continental eleven sixty seven roger climb and maintain flight level two one zero
1308:33	COA1167	up to two one zero continental eleven sixty seven
1308:35	R55	cactus one ninety three contact the new york center one three four point three two
1308:40	AWE193	one three four three two cactus one ninety three
1308:45	LOF5411	center good morning waterski fifty four eleven one four thousand to join ah victor three
1308:50	R55	waterski fifty four eleven new york center roger the ah philadelphia altimeters three zero one seven
1308:52	ZBW IGN	talk to you later hey ah i got one southwest coming to you is he alright he's a jet eighty guy
1308:56	LOF5411	three zero one seven thanks fifty four ah eleven
1308:58	R55	delta ninety nine hundred climb and maintain flight level two two zero
1309:02	DAL9900	delta ninety nine hundred two two oh
1309:03	ZBW IGN	hey elmira kingston
1309:53	R55	delta ninety nine hundred climb and maintain flight level two eight zero

1309:56 1310	DAL9900	delta ninety nine hundred two eight oh
1310:03	R55	delta ninety nine hundred have you got an a m radio
1310:05	DAL9900	ah yes sir not often used i think we can figure it out why
1310:10	R55	okay listen well listen ah alot of the major antennas were on top of the world trade center see if you can get anything on one zero one zero or six six zero
1310:20	DAL9900	okay
1310:24	Unknown	ten ten is up
1310:31	Unknown	six sixty's talking about it
1310:32	R55	okay there was delta ninety nine hundred there was a couple of aircraft type that i was talking to tried to identify the aircraft in question and they they think it might have been a delta aircraft
1310:45	DAL9900	oh oh
1310:46	ZDC CYN	hey kennedy coyle you want us to ah go into a hold
1310:46	R55	(unintelligible) hard to say they said ah light paint scheme with a dark tail its about as close as we could get
1310:54	DAL9900	okay you say its sixty ah six sixty or what was the frequency
1310:58	R55	ten ten

1310:59	DAL9900	(unintelligible)
1311:01	Unknown	we're getting news on nine eighty and twelve ten they they think it might be two aircraft
1311:06	R55	yeah there is a lot of talk there were we had ah a couple of aircraft looked like they got hijacked and and ah yeah i i know at least one of them hit the world trade center we don't know what happened to the other aircraft maybe both of them went in
1311:22	LOF5411	(unintelligible) new york fifty four eleven
1311:24	R55	yes sir
1311:25	LOF5411	ah we're listening to six sixty two different plane crashes ah one ah swept wing jet type airliner and we were talking to the last controller and he said he was tracking one at over five hundred five hundred knots going into the city
1311:30	ZBW IGN	east texas kingston (unintelligible)
1311:31	ZBW IGN	(unintelligible)
1311:37	R55	yeah that's the one that hit the world trade center
1311:42	ZBW IGN	elmira are you going to be able to take that guy i gave phillipsburg belair if not i'll take him around another way
1311:42	R55	continental eleven sixty seven climb and maintain flight level two five zero
1311:48	COA1167	up to two five zero continental eleven sixty seven

1312:00	ZBW IGN	southwest
1312:33	ZBW IGN	elmira ninety three
1312:41	ZBW IGN	actually it's something else elmira kingston
1313:00	R55	waterski fifty four eleven contact new york center now one three five point four five
1313:05	LOF5411	three five four five waterski fifty four eleven we'll see ya
1313:07	R55	okay
1313:11	R55	delta ninety nine hundred contact new york center one three ah four point three two thirty four point thirty two
1313:18	DAL9900	thirty four thirty two delta ninety nine hundred we'll see ya
1313:31	R55	continental eleven sixty seven maintain flight level two seven zero now
1313:36 1314	COA1167	up to two seven zero continental eleven sixty seven
1314:12	Unknown	and five romeo xray whats your destination
1314:15	CJC5981	center colgan fifty nine eighty one
1314:18	R55	um colgan fifty nine eighty one say again
1314:18	Unknown	(unintelligible)

1314:19	Unknown	(unintelligible)
1314:19	CJC5981	i just wanted to make sure we didn't miss a frequency change
1314:21	Unknown	elmira ninety three
1314:22	R55	no i have one here for you in a moment i'm just giving me ah time to ah recoup here
1314:27	CJC5981	everything alright
1314:29	R55	well not really umph
1314:31	CJC5981	crazy day huh
1314:32	R55	(unintelligible) you heard what happened right
1314:34	CJC5981	i've heard there's one ah maybe two aircraft hijacked into the world trade center
1314:38	R55	yeah yeah (unintelligible) and he went right through all our traffic through this airspace here
1314:44	CJC5981	do you know if it was one or two
1314:45	R55	ah two is what the word is we had one come right from here and then one from ah the southwest
1314:53	R55	(unintelligible) we're not sure where they came from or anything or who they were i think they thought one was a delta one was american

1314:59	CJC5981	it was a five seven and a three seven
1315:01	R55	yeah i think that's what they're reporting
1315:05	CJC5981	unbelievable
1315:06	R55	yeah we're pretty shook up here ah colgan fifty nine eighty one contact new york center now one ah three four point three two have a good day
1315:13	CJC5981	can you repeat that
1315:14	R55	ah thirty four thirty two oh no im sorry thats wrong one thirty five forty five
1315:21	CJC5981	thirty five forty five take a deep breath and ah we'll see you later have a good one
1315:25	R55	take care
1315:26	R55	continental eleven sixty seven climb and maintain flight level two eight zero
1315:30	COA1167	up to two eight zero continental eleven sixty seven
1315:33	R55	continental eleven sixty seven contact new york center one three four point three two
1315:44	R55	continental eleven sixty seven new york center one three four point three two
1315:47 1316	COA1167	three four three two continental eleven sixty seven

ZNY-ARTCC
UAL175

Page 28 of 28

1317
1318
1319
1320
1321

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 2, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Radar Associate Sector 55 position for the time period from September 11, 2001, 1248 UTC, to September 11, 2001, 1317 UTC.

Agencies Making Transmissions

New York Center Radar Sector 55
American Airlines Inc. Flight 151
Hawker Siddley N3TA
American Airlines Inc. Flight 281
Unknown Agency
Delta Airlines Inc. Flight 45
New York Center Radar Associate Sector 55
Trans World Airlines Inc. Flight 885
Delta Airlines Inc. Flight 2315
U S Air Flight 542
New York Center Sector 09
U S Air Flight 1973
Delta Airlines Flight 289
Boston Center Kingston Sector
Gates Learjet N50MJ
Trans World Airlines Inc. Flight 3
Washington Center Dupont Sector
Continental Air Lines Inc. Flight 211
New York TRACON
New York Center Sector 36
New York TRACON, Liberty South Sector
Pennsylvania Commuter Airlines Inc. Flight 3525
New York Center Radar Sector 25

Abbreviations

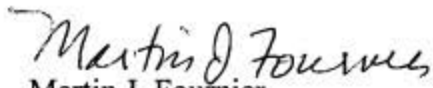
R55
AAL151
N3TA
AAL281
Unknown
DAL45
RA55
TWA885
DAL2315
USA542
SEC09
USA1973
DAL289
ZBW IGN
N50MJ
TWA3
ZDC-DUP
COA211
N90
SEC36
N90-LIBS
ALO3525
R25

Agencies Making Transmissions

Abbreviations

Boston Center Stewart Sector	ZBW SWF
Washington Center Sea Isle Sector	ZDC SIE
America West Airlines Flight 193	AWE193
New York TRACON, Liberty West Sector	N90-LIBW
Delta Airlines Inc. Flight 9900	DAL9900
Continental Air Lines Inc. Flight 1167	COA1167
Washington Center Coyle Sector	ZDC CYN
Trans States Airlines, Inc. Flight 5411	LOF5411

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1248

1249

1249:06 R55 american one fifty one traffic's no factor climb and
maintain flight level two eight zero

1249:11 AAL151 ah we're out of two seven zero for two eight zero american
one fifty one

1249:15 R55 hawker three tango alpha maintain flight level
two eight zero

1249:18 N3TA two eight zero three tango alpha

1249:19 R55 hawker three tango alpha contact new york one three four
point three two

1249:23 N3TA thirty four one two er ah say the frequency for three tango
alpha again

Page 3 of 29

1249:26	R55	thirty four thirty two
1249:28	N3TA	thirty four thirty two three tango alpha
1249:29	R55	american one fifty one maintain i just did it already twenty eight already right
1249:33	AAL151	that's affirmative twenty eight
1249:34	R55	american one fifty one contact new york one three four three two
1249:37	AAL151	thirty four thirty two good day
1249:39	R55	american two eighty one turn twenty degrees right radar vectors for traffic
1249:43	AAL281	twenty two zero degrees to the right american ah two eighty one
1249:47	R55	delta forty five climb and maintain flight level two eight zero
1249:50	Unknown	(unintelligible)
1249:52	R55	delta forty five climb and maintain flight level two eight zero
1249:55	DAL45	delta forty five climbing to two eight zero
1249:57	RA55	(unintelligible) to hand allegheny twenty five twenty five radar

Page 4 of 29

1250

1250:01 Unknown thank you

1250:02 TWA885 one seven thousand

1250:04 R55 t w a eight eighty five heavy new york center good morning

1250:06 TWA885 morning

1250:19 DAL2315 hello new york good morning delta twenty three fifteen
with you at two eight oh

1250:23 R55 delta twenty three fifteen new york center good morning

1250:48 USA542 ah new york center u s air five forty two level one seven
thousand

1250:50 R55 u s air five forty two new york center roger

1250:55 R55 u s air five forty two climb and maintain flight level two
seven zero

1251

1251:01 SEC09 fifty five nine

1251:02 RA55 fifty five

1251:03 SEC09 try u s air five forty nine for sector nine please

1251:06 RA55 u s air five forty nine for sector nine

Page 5 of 29

1251:09	SEC09	and also u s air nineteen seventy three i need him at two hundred fifty knots on a two ninety heading
1251:14	RA55	two fifty knots
1251:15	SEC09	and my control for turns back
1251:16	RA55	on a two nine zero heading
1251:17	SEC09	uh hum
1251:18	RA55	thank you
1251:19	SEC09	alright
1251:25	R55	t w a eight eighty five climb and maintain flight level two two zero
1251:29 1252	TWA885	flight level two two zero t w a eight eight five heavy
1252:14	R55	american two eighty one direct larri on course
1252:17	AAL281	okay back direct larri american two eighty one
1252:27	R55	u s air nineteen seventy three reduce speed to two five zero
1252:30	USA1973	two fifty u s air nineteen seventy three
1252:31	R55	delta forty five maintain flight level two seven zero

1252:36	DAL45	delta forty five two seven zero
1252:37	R55	thank you u s air nineteen seventy three fly heading two niner zero radar vectors for in trail spacing
1252:42	USA1973	two nine zero u s air ah nineteen seventy three
1252:45	R55	u s air nineteen seventy three contact new york one three four three two
1252:55	R55	u s air nineteen seventy three contact new york one three four three two
1252:58	USA1973	three four three two u s air nineteen seventy three
1253:00	R55	delta two eighty nine contact new york one three four three two
1253:08	DAL289	delta two eighty nine three four three two
1253:14	ZBW IGN	he's not here ah east texas
1253:17	N50MJ	new york center lear november five zero mike juliet out of sixteen three for seventeen thousand one seven thousand
1253:23	R55	lear november five zero mike juliet new york center roger
1253:34	R55	that's a hijacked aircraft it's an american boeing seven fifty seven
1253:37	SEC09	and he's going southbound

1253:38	R55	we have no idea what he's doing
1253:40	SEC09	okay
1253:41	R55	okay
1253:42	SEC09	alright
1253:43	R55	thank you
1253:43	SEC09	alright
1253:44	RA55	we better watch this guy
1253:58	TWA3	new york t w a three heavy sixteen six for one seven thousand
1254:02	R55	t w a three heavy new york center roger good morning maintain flight level two two zero
1254:06	TWA3	maintain flight level two two zero t w a three heavy
1254:11	R55	u s air five forty two reduce speed to two eight zero
1254:14	USA542	we're at two eighty now u s air five forty two
1254:16	R55	because i said the wrong word i'm sorry sir u s air five forty two maintain two hundred and fifty knots please
1254:21	USA542	slow to two fifty u s air five forty two

1254:27	R55	delta twenty three fifteen delta twenty three fifteen turn left immediately to a heading of two zero zero
1254:33	DAL2315	left turn immediately two zero zero delta twenty three fifteen
1254:36	R55	roger traffic one o'clock ten miles turning into your face descending out of thirty one it's a hijacked aircraft we don't know what he's doing
1254:43	DAL2315	twenty three fifteen
1254:44	R55	u s air five forty two turn left heading two zero zero
1254:48	USA542	left two zero zero u s air five forty two
1254:50	R55	five zero mike juliet maintain flight level two one zero
1254:54	N50MJ	out of seventeen for two one zero mike juliet
1254:56	R55	delta twenty three fifteen the traffic is now at your well if your heading on a two hundred heading he's about your two o'clock and about seven ah looks like thirty point six descending
1255:06	DAL2315	ah we have him in sight sir
1255:08	R55	delta twenty three fifteen roger
1255:12	DAL2315	ah traffic in sight---yeah he's in sight

1255:16	R55	okay you can maneuver as necessary to avoid that aircraft sir i do not know what he's doing
1255:28	R55	delta twenty three fifteen any evasive action you need to take is approved
1255:37	R55	delta twenty three fifteen can you tell me what kind of aircraft that is and whose companys
1255:43	Unknown	blocked
1255:44	R55	delta twenty three fifteen can you tell me what kind of aircraft it is and whose company
1255:48	DAL2315	ah he's going behind us sir i'm gonna try to get a good look at him delta twenty three fifteen
1255:52	R55	u s air five forty two you see him there at twelve o'clock and five eastbound twenty eight and eight
1255:56	USA542	affirmative ah we got an r a on him we're ah leveling here
1256:00	R55	okay you can ah u s air five forty two fly heading of two niner zero now radar vectors for your climb
1256:04	USA542	kay two niner zero u s air five forty two
1256:07	R55	delta twenty three fifteen he's behind you now you can turn right to a heading of two eight zero and join the airway
1256:11	DAL2315	ah yes sir and ah didn't get a good look at him but it was a darker paint scheme

1256:15	R55	okay u s air five forty two can you tell who he is
1256:18	USA542	is that the guy that was right ahead of us
1256:19	R55	yes it is
1256:20	USA542	it looks like a delta airplane to me
1256:22	R55	okay it looks like a delta seven five
1256:23	ZBW IGN	kingston ninety three handoff american
1256:24	USA542	yes
1256:26	R55	delta forty five maintain flight level two seven zero and contact new york one three four three two
1256:37	R55	u s air five forty two was it a seven five seven
1256:39	Unknown	blocked
1256:40	R55	u s air five forty two was it a seven five seven
1256:42	USA542	yeah it looked like a seven fifty seven
1256:45	RA55	dupont yardley ninety nine line
1256:49	ZDC-DUP	dupont

Page 11 of 29

1256:50	RA55	yeah um i got two point outs for you at yardley squawking one three two three code he's at twenty nine twenty eight going direct to modena if i can
1257		
1257:01	ZDC-DUP	uh that's approved
1257:01	RA55	ok and right behind him two three two four code be turning back toward j seventy five
1257:11	ZDC-DUP	two three two four code ah point approved
1257:14	RA55	ok thanks
1257:15	Unknown	concur with the guy behind us
1257:19	R55	okay thank you delta twenty three fifteen direct modena on course
1257:23	TWA3	center t w a three
1257:24	R55	yes
1257:25	TWA3	(unintelligible) aircraft now at ah it looks like three o'clock
1257:28	R55	okay can you see what ah the livery was
1257:33	TWA3	ah its dark paint scheme and ah if i was guessing i would say united but ah that would be just a guess
1257:39	R55	okay

Page 12 of 29

1257:42	Unknown	(unintelligible) level seventeen thousand
1257:45	R55	continental two eleven new york center roger climb to flight level two eight zero
1257:46	COA211	we're leaving seventeen for two eight zero continental two eleven
1257:53	R55	t w a
1257:54	RA55	west yardley eighty eight
1257:59 1258	RA55	west yardley eighty eight
1258:04	RA55	south yardley eight eight
1258:07	RA55	tracon better pick up here on the eighty eight line
1258:14	RA55	south yardley eighty eight
1258:16	N90	yes
1258:18	RA55	five northwest of robbinsville squawking three three two one ya see him he's at twenty four descending
1258:25	N90	don't see nothing in there no pri
1258:28	RA55	ten northwest of uh robbinsville three three two one code put it in your computer he's a hijack or somethin we have no idea

Page 13 of 29

1258:31	N90	three three two one code
1258:35	RA55	three three two one code
1258:35	N90	what da ya wanna stop taca or what
1258:38	RA55	say again
1258:39	N90	whatta want me to do stop taca you workin taca
1258:40	RA55	ok we want ya to stop all traffic we want ya to keep the cactus on your frequency (unintelligible) and we don't know what he's doin he's running all over the place from thirty one all the way down and he's descending right now have no idea where he's goin or what he's doin ok and we want you to stop all traffic
1258:56	N90	ok
1258:57	RA55	they i'll take whattcha got in the air out keep it until you're clear of this guy
1259:00	N90	alright thank you
1259:03	RA55	west yardley eighty eight
1259:04	SEC09	fifty five from nine
1259:05	N90	west

1259:06	RA55	hold on ah look at a code uh fifteen north of of robin of robbinsville three three two one code he's descending
1259:12	N90	just north of robbinsville
1259:13	RA55	at twenty one say again
1259:16	N90	the point out with the south guy
1259:18	RA55	yeah he he's a hijack or something we have no idea what he is he's outta out of twenty descending
1259:21	N90	ok i got it i'm watchin him
1259:23	RA55	ok keep your traffic until your clear of him and then they want you to stop all traffic
1259:27	N90	ok (unintelligible)
1259:28	RA55	fifty five
1259:31	Unknown	yeah
1259:32	Unknown	at yardley (unintelligible)
1259:33	R55	i was busy talking to the guy right in front of you
1259:34	Unknown	okay stop the ah lanna and the biggys

1259:40	USA542	we coulda joined up but ah
1259:41	SEC09	fifty five nine
1259:44	RA55	yeah i've gotta turn my volume up yes
1259:46	SEC09	i'll take five zero mike juliet at flight level two six zero okay
1259:47	RA55	okay
1259:48	SEC09	give it to him as a final okay
1259:49	RA55	twenty six as a final
1259:51	R09	thank you
1259:53 1300	USA542	u s air five forty two so long
1300:02	R55	taca five eighty climb and maintain flight level two eight zero
1300:10	RA55	thirty six fifty five
1300:11	SEC 36	thirty six
1300:12	RA55	thirty three twenty one code ah he should be outta your airspace through but you got the uh kennedy inbounds wanna look for him
1300:15	SEC 36	three twenty one

Page 16 of 29

1300:17	RA55	thirty three twenty one see him gettin there
1300:19	Unknown	yardley
1300:23	Unknown	say again
1300:24	Unknown	no no where is he
1300:26	RA55	south of robbinsville north of north of robbinsville southeast of solberg he's going down he's out of (unintelligible) i think he's uh uh hijack i have no idea what he's doin
1300:33	N90-LIBS	taca five eighty contact new york center one three four point six
1300:36	N90	(unintelligible)
1300:50	RA55	kennedy
1300:51	N90	he's already over to you
1300:53	RA55	no ok kennedy (unintelligible)
1300:54	Unknown	hey you got any idea who that point out was
1300:55	RA55	nope but everybody's on it and its i think its a hijack of some sort they can't even tell what kind of airplane it is uh can you point him out to kennedy approach (unintelligible) take a look at him

1301:05	N90	everybody's watchin em
1301:06	RA55	ok thanks
1301:10	R55	thanks t w a three maintain flight level two seven zero
1301:13	TWA3	t w a three heavy leaving two six for two seven zero
1301:15	R55	continental two eleven ah amend your altitude to flight level two six zero
1301:19	COA211	okay we'll stop at two six zero continental two eleven
1301:22	R55	november zero mike juliet maintain flight level two six zero that's your final
1301:26	N50MJ	two six zero that'll be a final mike juliet
1301:28	R55	november five zero mike juliet contact new york one three four point three two
1301:28	Unknown	east texas are you going to take that candler
1301:33	N50MJ	three four three two great job mike juliet
1301:34	Unknown	(unintelligible)
1301:35	R55	bye bye

1301:38	ALO3525	allegheny thirty five twenty five's with you one two twelve thousand
1301:41	RA55	twenty five
1301:42	R25	allegheny thirty five twenty five new york center roger baltimore altimeter three zero one niner
1301:45	R25	go ahead fifty five
1301:46	RA55	seven one four (unintelligible)
1301:48	R25	what's that
1301:49	RA55	seven one four up on the corner
1301:52	R25	five zero mike juliet point out approved
1301:53	RA55	thank you
1301:59	ZBW SWF	lake henry ninety three stewart manual handoff
1302:11	R55	t w a three maintain flight level two eight zero
1302:14	TWA3	t w a three heavy we'll climb and maintain two eight zero
1302:16	R55	t w a three heavy thanks contact new york on one three four point three two we'll see ya

Page 19 of 29

1302:20	TWA3	thirty four thirty two good day t w a three heavy
1303		
1303:20	Unknown	no more planes right you're not lettin anybody else off
1303:22	Unknown	alright no more planes
1303:27	RA55	south yardley eighty eight
1303:34	N90-LIBS	yardley south eighty eight you gonna take cactus one ninty three
1303:36	ZBW IGN	hey east texas ninety three kingston
1303:37	ZDC SIE	dixie ninety nine this is sea isle with a handoff nine one bravo zulu
1303:41	R55	continental two eleven maintain flight level two eight zero
1303:45	COA211	maintain two eight zero continental two eleven
1303:47	ZBW IGN	east texas call kingston when you get a moment please
1303:47	R55	continental two eleven roger contact new york one three four point three two
1303:51	COA211	one three four three two continental two eleven good day

1303:54	R55	good day
1303:56	AWE193	hello new york cactus one ninety threes ah one four thousand climbing one seven thousand (unintelligible) from manta sector says hi
1304:03	ZBW IGN	new york center are you there east texas
1304:04	R55	cactus ah one ninety three (unintelligible) new york center roger ah ah i'll have higher for you in just a moment
1304:09	AWE193	roger
1304:18	R55	cactus one ninety three can you guys see the city from behind you there
1304:24	AWE193	ah not anymore
1304:26	R55	okay
1304:28	AWE193	it looked like the ah world trade center's on fire
1304:31	R55	yes it's a boeing seven fifty seven we think just flew into the air into the building
1304:38	AWE193	are you you're not kidding right
1304:40	R55	no i'm not kidding
1304:43	AWE193	oh shit

Page 21 of 29

1304:44	R55	yes sir cactus one ninety three climb and maintain flight level two eight zero
1304:49	AWE193	uh flight level two eight uh you gotta pardon me i'm just as shocked two eight zero cactus uh whoever i am one ninety three
1305:00	R55	cactus one ninety three roger
1305:05	Unknown	listening to c b s news on ah twelve ten they think it was a small twin
1305:10	R55	yeah i i hope so we had air several aircraft identify it as a seven fifty seven
1305:16	Unknown	unbelievable
1305:21	N90-LIBW	yardley west eighty eight
1305:22	Unknown	(unintelligible) was he a departure
1305:24	RA55	yardley
1305:27	N90-LIBW	um do you want us to hold everybody now or
1305:31	RA55	no if you have em in the air we'll take em but they don't want anybody else to get off did you see what happened
1305:33	N90-LIBW	ah

1305:34	RA55	this seven fifty seven just crashed into the world trade center
1305:36	N90-LIBW	yeah we we ah we saw it
1305:37	RA55	yeah um well he came from the west i don't know where but um we'll take what you got in the air but they don't want anything getting off right now
1305:45	N90	alright
1305:46	RA55	i mean everything's in kind of chaos
1305:47	N90	everybody's like
1305:48	RA55	i think there was two of em there's two of em
1305:49	N90	everybody's like in shock over here too
1305:49	RA55	yeah ah we're a little trembly over here too
1305:50	N90	okay
1305:52 1306	RA55	okay
1306:01	N90	alright
1306:03	Unknown	we'll try him again

Page 23 of 29

1306:33	DAL9900	center delta ninety nine hundred twelve and a half for seventeen
1306:37	R55	was that delta ninety nine hundred calling
1306:40	DAL9900	yes sir it was twelve seven for seventeen thousand
1306:44	R55	delta ninety nine hundred new york center roger proceed direct to the byrdd intersection i'll have higher for you in just a moment
1306:48	DAL9900	direct to byrdd ninety nine hundred
1307:00	R55	continental eleven sixty seven are you on
1307:02	COA1167	ah just got the handoff we're at sixteen three for seventeen
1307:05	R55	continental eleven sixty seven new york center maintain flight level one niner zero
1307:09	COA1167	up to one niner zero continental eleven sixty seven
1307:13	R55	delta ninety nine hundred can you see manhattan
1307:16	DAL9900	yes sir
1307:17	R55	can you see anything un unusual

ZNY-ARTC 48
UAL175

Page 24 of 29

1307:19	DAL9900	ah we took off and saw the plane ram the south tower it looks to be about ah maybe two hundred feet high and there's still some smoke all the way around
1307:28	R55	okay thank you sir
1307:39	ZDC CYN	hey kennedy coyle ninety nine
1307:46	Unknown	coyle ah um
1307:47	Unknown	(unintelligible)
1307:52	DAL9900	and ah we watched it just after it happened and it's continuing to escalate in the amount of smoke so i guess they haven't got it under control
1308:00	R55	okay
1308:07	R55	waterski fifty four eleven new york
1308:23	R55	continental eleven sixty seven ah say your heading
1308:27	COA1167	two forty five
1308:29	R55	continental eleven sixty seven roger climb an
1308:31	Unknown	five five

1308:32	RA55	yeah
1308:34	Unknown	point out three nine nine climbing
1308:38	RA55	south west fifteen oh five point out approved
1308:40	Unknown	(unintelligible)
1308:41	AWE193	one three four three two cactus one ninety three
1308:49	LOF5411	center good morning waterski fifty four eleven one four thousand to join ah victor three
1308:50	R55	waterski fifty four eleven new york center roger the ah philadelphia altimeters three zero one seven
1308:52	ZBW IGN	talk to you later hey ah i got one southwest coming to you is he alright he's a jet eighty guy
1308:56	LOF5411	three zero one seven thanks fifty four ah eleven
1308:58	R55	delta ninety nine hundred climb and maintain flight level two two zero
1309:02	DAL9900	delta ninety nine hundred two two oh
1309:03	ZBW IGN	hey elmira kingston

Page 26 of 29

1309:53	R55	delta ninety nine hundred climb and maintain flight level two eight zero
1309:56 1310	DAL9900	delta ninety nine hundred two eight oh
1310:03	R55	delta ninety nine hundred have you got an a m radio
1310:05	DAL9900	ah yes sir not often used i think we can figure it out why
1310:10	R55	okay listen well listen ah alot of the major antennas were on top of the world trade center see if you can get anything on one zero one zero or six six zero
1310:20	DAL9900	okay
1310:24	Unknown	ten ten is up
1310:31	Unknown	six sixty's talking about it
1310:32	R55	okay there was delta ninety nine hundred there was a couple of aircraft type that i was talking to tried to identify the aircraft in question and they think it might have been a delta aircraft
1310:45	DAL9900	uh oh

1310:46	ZDC CYN	hey kennedy coyle you want us to ah go into a hold yet if you can answer me
1310:53	RA55	who's he calling
1310:55	N90	coyle ah kennedy
1310:57	RA55	look we're in ah an air traffic zero here we're taking (unintelligible) all our planes here
1311:00	N90	okay
1311:01	RA55	what do you need
1311:02	N90	that's all i want to know we got it so we can start putting em in
1311:03	RA55	we just had a plane crash into the world trade center (unintelligible)
1311:04	N90	yeah we saw (unintelligible)
1311:05	RA55	yeah
1311:06	R55	yeah there is alot of talk there were we had ah a couple of aircraft looked like they got hijacked and and ah yeah i i know at least one of them hit the world trade center we don't know what happened to the other aircraft maybe both of them went in

Page 28 of 29

1311:23	LOF5411	four eleven
1311:24	R55	yes sir
1311:25	LOF5411	ah we're listening to six sixty two different plane crashes ah one is swept wing jet type airliner and we were talking to the last controller and he said he was tracking one at over five hundred five hundred knots going into the city
1311:30	ZBW IGN	east texas kingston (unintelligible)
1311:37	R55	yeah that's the one that hit the world trade center
1311:42	ZBW IGN	elmira are you going to be able to take that guy i gave phillipsburg belair if not i'll take him around another way
1311:48	COA1167	up to two five zero continental eleven sixty seven
1312:00	ZBW IGN	southwest
1312:33	ZBW IGN	elmira ninety three
1312:41	ZBW IGN	actually it's something else elmira kingston
1313		
1314		
1314:14	Unknown	and five romeo xray what's your destination

ZNY-ARTC 48
UAL175

Page 29 of 29

1314:19 Unknown

(unintelligible) line in use elmira ninety
three

1315

1316

1317

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 2, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the Traffic Management Unit, Arrival Director position for the time period from September 11, 2001, 1224 UTC, to September 11, 2001, 1330 UTC.

Agencies Making Transmissions

Traffic Management Unit, Arrival Director
Boston Center, Traffic Management Unit
Cleveland Center, Traffic Management Unit
Air Traffic Control System Command Center
Unknown Agency
Acting Air Traffic Division
 Manager, New England Region
New York Center, Supervisor Traffic Management
New York Center, Operations Manager In Charge
Office of Civil Aviation Security Intelligence
Washington Center, Traffic Management Unit
New York TRACON
Williamsport Air Traffic Control Tower

Abbreviations

AD1
ZBW
ZOB
ATCSCC
Unknown

ANE-500
STMC1
OMIC
ACI
ZDC
N90
IPTT

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1224
1225

1226

1227

1228

1229

1229:20 AD1 new york center

1229:22 ZBW hi new york boston is on right --- waiting for cleveland

1229:27 AD1 what do you got for us

1229:28 ZOB cleveland

1229:33 ZBW hi cleveland new york boston ah i got a little situation with american one one american eleven he is a uh seven fifty seven departed boston going to l a x um we don't know where the aircraft is going he um in ah supposedly going to l a x that was going westbound we lost his ah frequency then we lost his transponder and now the aircraft is ah just west of albany heading due south

1229:59 ZOB oh my goodness ok --- do we have do we have his ah a data block on him who's got the ah

1230:06 ZBW yeah we we ah its a primary target presently heading ah ah ah it's southwestbound

1230:11 ZOB ok um understand i'll i'll i'll advise the area

1230:15 ZBW (unintelligible) right now

1230:18 ZBW the last altitude ah observed was uh flight level two niner zero

1230:20 AD1 and you say he's heading southbound

1230:22	ZBW	heading southwestbound he's like towards ah hancock uh right a right around there he's uh southwest of albany by one five miles
1230:33	AD1	and you have no idea where he's going
1230:34	ZBW	no idea sir
1230:35	AD1	all rightee
1230:37	ATCSCC	you can tag him on the t s d (unintelligible)
1230:39	AD1	yeah i got him tagged you say he's primary only
1230:41	ZBW	primary only
1230:42	AD1	ok we'll watch him
1230:43	ZBW	(unintelligible) thank you
1231		
1232		
1233		
1234		
1235		
1236		
1237		
1238		
1239		
1240		
1241		
1242		
1243		
1244		
1245		
1246		
1247		
1248		

1249

1249:02 Unknown hey terry tom try otis also

1249:05 Unknown we did

1249:07 Unknown anything any luck

1249:09 Unknown no we did not have any luck that's why we down to
atlantic city

1249:12 Unknown ok

1249:13 ANE-500 excuse me catarone acting air traffic division manager
new england region is also on

1249:19 STMC1 ok command center you on

1249:23 ATCSCC command centers on

1249:26 STMC1 ok are you are you i guess boston's getting in touch with
atlantic city but do you have any direct line to the
military ah for this incident

1249:33 ATCSCC i believe the supervisor's going to the carf unit now

1249:36 STMC1 ok

1249:43 STMC1 here's some new information we ah we lost the primary
target about twenty west of kennedy looks like and theres
an e l t report in that area

1250

1250:02 STMC1 anybody copy

1250:04	ZBW	i'm sorry say that again please
1250:07	STMC1	i said we we've well let me double looks like we lost a primary target about twenty west of kennedy and we had a report of an e l t in the area we're gonna ah i guess we'll ah get some coast guard activity up there
1250:22	ZBW	yeah we lost the track too
1250:24	OMIC	ok boston this is new york ah what type of aircraft was the american
1250:27	ZBW	seven sixty seven
1250:37	ACI	this is the a c i watch say again if you lost uh track of the aircraft over
1250:43	ZBW	boston has lost track and on our frequency we had confirmed it was a hijack also on the tapes
1250:49	STMC1	yeah new york confirms we've lost the track as well and we were ah we got a report of an e l t in the area that the track was in
1251		
1251:03	STMC1	kennedy tower reports
1251:04	Unknown	are you serious
1251:05	STMC1	kennedy tower reports that there was a fire at the world trade center and that's ah that's the area where we lost the airplane
1251:50	STMC1	anybody on

1251:53	ZBW	yeah boston's here
1251:54	ATCSCC	yeah ah you on on c n n news its on the news
1252:00	ATCSCC	it's on the news
1252:01	STMC1	its on the news the airplane hit the trade center
1252:02	ATCSCC	yeah
1252:12	STMC1	ok i i guess there's more no further use for new york center
1253		
1254		
1255		
1255:59	AD1	new york center
1256		
1256:01	ATCSCC	hi new york waiting for boston here ah having some difficulties with the a r routes down to miami and fort lauderdale wash is on here gonna need your help getting some of those guys inland --- you can go ahead and start with new york if you'd like bos ah wash
1256:18	ZDC	i'm sorry um i'm was just talking about that airplane thing that just happened
1256:22	ATCSCC	yeah
1256:23	ZDC	close the the a rs are closed now to miami and fort lauderdale make sure everybody's routed inland and you can go tell ah
1256:27	ZBW	boston

1256:28	ZDC	hey boston and new york a rs are closed to miami and fort lauderdale route em all inland so ah til ah route the til ah until thirteen thirty for you guys
1256:36	Unknown	i understand
1256:37	ZDC	thanks
1257		
1258		
1259		
1300		
1301		
1302		
1302:41	ATCSCC	okay
1302:41	ZBW	and and this is
1302:42	AD1	new york center
1302:45	ZBW	new york
1302:46	AD1	yeah
1302:47	ZBW	boston here um i'm ground stopped going into you
1302:49	AD1	yes please do because we've got another we've got a major problem here it's ground stop them all until i get back to you
1302:54	ZBW	ok
1302:55	AD1	alright
1302:57	ATCSCC	hey new york new york

1302:58	AD1	yes
1302:59	ATCSCC	um do we need to ground stop more then just boston
1303:01	AD1	well we've had a hit somebody hit the world trade center we've got another one aiming we just lost em we lost the second one now
1303:06	Unknown	somebody just said we had another one hit the world trade center
1303:09	AD1	we just had a second one hit the world trade center now you've got two
1303:11	ATCSCC	okay (unintelligible) going to and from new york center
1303:13	AD1	yes listen you got a second one just hit the world trade center you better ground stop everything coming here
1303:17 1304	ATCSCC	ok alright here we go
1304:55	AD1	new york center
1304:59 1305 1306	AD1	new york center
1306:33	AD1	new york center
1306:34	N90	yeah new york i need you to stop all arrival traffic into new york metropolitan area
1306:38	AD1	yeah stand by one second

1306:38	ATCSCC	ah can you
1306:39	ZBW	boston center
1306:40	N90	boston center i need you to stop all traffic into the new york tracon airspace
1306:42	AD1	command center
1306:44	ZBW	yeah we stopped everything
1306:45	ATCSCC	we got that (unintelligible) tracon
1306:45	AD1	command center
1306:46	N90	okay thank you
1306:46	AD1	command center this is new york center forty eight hey wanda forty nine well new york centers at a t c zero
1306:47	ATCSCC	(unintelligible) everybody
1306:47	N90	thank you
1306:48	ATCSCC	alright
1306:49	N90	okay
1306:52	ATCSCC	say again
1306:53	AD1	a t c zero for new york center

1306:55	ATCSCC	all right ah
1306:55	Unknown	yeah (unintelligible) canadian orah
1306:55	ATCSCC	yeah
1307		
1308		
1309		
1310		
1311		
1311:58	AD1	new york center
1311:59	ATCSCC	yeah severe weather's gonna try to work up routes around new york
1312:01	Unknown	okay
1312:01	AD1	new york center
1312:03	ATCSCC	yeah we new york ah just telling everybody we're ah ground stopping everybody landing or transiting ah new york center (unintelligible)
1312:09	AD1	yeah anything that's airborne they is not coming through here and don't let anything else off
1312:13	ATCSCC	ok you got it
1312:13	AD1	okay
1312:55	AD1	new york center
1312:57	ATCSCC	ah new york you can hang up we already got your ah we're just letting everybody know you're a t c zero

1313:02	AD1	thank you
1314		
1315		
1316		
1317		
1318		
1319		
1320		
1321		
1321:49	ZDC	washington
1321:51	ATCSCC	standby please
1321:53	N90	new york tracon joe
1321:54	IPTT	williamsport
1321:55	ATCSCC	standby please
1321:56	IPTT	williamsport
1321:57	ATCSCC	standby please
1321:58	IPTT	williamsport
1321:59	Unknown	(unintelligible)
1322		
1322:03	ATCSCC	standby please
1322:07	ATCSCC	has this already been done
1322:09	IPTT	williamsport

1322:10	N90	tracon watch desk
1322:14	ATCSCC	disregard this is the at a t c zero for new york center does everybody have that
1322:22	Unknown	(unintelligible)
1322:24	ATCSCC	standby please
1322:28	ATCSCC	new york centers declaring this is the command center time now is one three two two zulu new york center has declared a t c zero at this time anybody that has any aircraft inbound to the new york center area needs to find a place to hold em outside find a place to put them elsewhere again this is the command center time is one three two two z new york center has declared a t c zero at this time
1322:50	IPTT	williamsport got that (unintelligible)
1322:55	ATCSCC	command center's out
1323		
1324		
1325		
1326		
1327		
1328		
1329		
1330		

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: February 4, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Operations Manager In Charge (OMIC) position for the time period from September 11, 2001, 1230 UTC, to September 11, 2001, 1344 UTC.

Agencies Making Transmissions

New York Center-Area C Operations Supervisor
New York Center-Operations Manager In Charge
New York Center-Area F Operations Supervisor
New York Center-Air Traffic Manager
Boston Center-Operations Manager In Charge
New York Center-Area B Controller In Charge
New York Center-Area B Operations Supervisor
Eastern Region Quality Assurance Office
Cleveland Center-Operations Manager In Charge
Air Traffic Control System Command
Center-NAS Operations Manager
Unknown Agency
24th Air Division
Washington Center-Operations Manager In Charge
New York Center Support Manager
for Quality Assurance

Abbreviations

Area C-OS
ZNY OMIC
Area F-OS
ATM
BOS OMIC
B-CIC
Area B-OS
AEA500
ZOB OMIC

CC-NOM
Unknown
Huntress
ZDC OMIC

ZNY505

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:



Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1230

1231

1232

1233

1234

1235

1236

1237

1238

1239

1240

1240:14 Area C-OS c alfaro

1240:16 ZNY OMIC hey charlie ah area b just got a point out from boston on the american

1240:20 Area C-OS yeah i was just talking to the rockdale sup he says thinks he's down by kingston headed southbound toward area b sector

1240:25 ZNY OMIC yeah area b sector got a point out so you guys can unregard at least for the time being

1240:28 Area C-OS thanks very much

1240:29 ZNY OMIC ok
1241

1241:13 Area F-OS f wolfgang

1241:14 ZNY OMIC hey wolfie if you get a chance uh american eleven on you're ah eleven a on the t s d being worked by fifty six took off from boston ostensibly going to l a ah and he's a primary no comms ah you know anything's possible with this guy but he's heading last reported at twenty nine grand he's heading from the north directly to overhead kennedy i don't know if he's going to continue out to the east and clip you guys or go down into washington or whatever but just ah

1241:40 Area F-OS eleven a

1241:42 ZNY OMIC yeah that's the track they just started on him he's really american eleven but this

1241:45 Area F-OS ok

1241:45 ZNY OMIC could be you know what

1241:47 Area F-OS yup

1241:48 ZNY OMIC yup

1241:49 Area F-OS bye
1242
1243
1244

1244:17 ATM the floor

1244:19 ZNY OMIC hi mike

1244:21 ATM hey bruce do you know anything about a hijack

1244:23 ZNY OMIC we're just finding out that it through american airlines that confirms terrorist activity yes on american eleven

1244:27 ATM yeah american eleven flight level two nine zero

1244:30 ZNY OMIC yes we confirmed that through radar verification from
other aircraft american airlines says uh they know of they
feel that at least one stewardess might have been stabbed
they're not sure of the situation they don't think that there uh
crew is in control of the aircraft

1244:45 ATM ok um i'm also told that it's a primary target only

1244:48 ZNY OMIC primary target only no comms

1244:50 ATM and in the vicinity of albany

1244:54 ZNY OMIC no it's ah just coming up on kennedy we we're well ahead of
where whatever they paged you on on that one

1244:58 ATM ok are we

1245:00 ZNY OMIC heading southbound

1245:01 ATM are we watching it

1245:02 ZNY OMIC yes

1245:03 ATM are we separating

1245:04 ZNY OMIC best we can yes

1245:05 ATM are we separating from it

ZNY-ARTCC-148
UAL175

Page 5 of 26

1245:05	ZNY OMIC	affirmative
1245:06	ATM	ok ah what sector would that be in
1245:07	ZNY OMIC	it's in ah forty two slant fifty six at the moment
1245:09	ATM	ok gottcha i'm walking to area b right now
1245:11	ZNY OMIC	ok
1245:13	ATM	bye
1245:31	ZNY OMIC	new york center watch desk barrett
1245:32	BOS OMIC	hey bamm this is terry boston how you doin
1245:34	ZNY OMIC	good
1245:35	BOS OMIC	hey that american eleven
1245:36	ZNY OMIC	yes
1245:37	BOS OMIC	that's that's real
1245:38	ZNY OMIC	yes we found out
1245:39	BOS OMIC	are you guys
1245:41	ZNY OMIC	from american airlines

ZNY-ARTCC-148
UAL175

Page 6 of 26

1245:43 BOS OMIC yes i see you guys are still

1245:44 ZNY OMIC just about yeah we're tracking him and he's just around
kennedy confirmed at two nine zero et cetera so

1245:46 BOS OMIC ok

1245:46 ZNY OMIC thank you

1245:47 BOS OMIC yeah we're still driving airplanes through it he's been slowin
down so we don't know if he's gonna descend or not

1245:49 ZNY OMIC right

1245:50 BOS OMIC but ah just so you guys know our last known frequency was
one two six ah one two seven point eight two what was
happening was as the conversation was going on in the
cockpit they someone was ah keying their mike so that
would go out over the air

1246

1246:03 ZNY OMIC ok

1246:04 BOS OMIC and they were real threats

1246:05 ZNY OMIC alright

1246:06 BOS OMIC gotcha thanks terry

1246:08 ZNY OMIC ok bye bye

1246:12 ZNY OMIC oh get real they're insane

ZNY-ARTCC-148
UAL175

Page 7 of 26

1246:20	B-CIC	area b
1246:21	ZNY OMIC	hi is paul around
1246:22	B-CIC	yep
1246:22	ZNY OMIC	evanna
1246:23	B-CIC	hang on
1246:23	ZNY OMIC	i want to talk to him
1246:31	B-CIC	john
1246:32	ZNY OMIC	bruce
1246:35	B-CIC	oh bruce hang on just a sec
1246:40	Area B-OS	tell woodstown what's going on tell them i don't want any traffic anywhere near this guy okay
1246:42	Area B-OS	yeah bruce
1246:43	ZNY OMIC	yeah i would keep traffic away from him too
1246:44	Area B-OS	ok i'm
1246:44	ZNY OMIC	you don't know if he's gonna descend
1246:45	Area B-OS	correct

ZNY-ARTCC-148
UAL175

Page 8 of 26

1246:46	ZNY OMIC	whatever so thank you
1246:47	Area B-OS	we just flew a
1246:48	ZNY OMIC	that's all i wanted to say
1246:49	Area B-OS	the chiefs here with me we just flew a guy over at thirty one he did not verify he was at twenty nine
1246:53	ZNY OMIC	did not
1246:54	Area B-OS	did not see him
1246:55	ZNY OMIC	ok
1246:56	Area B-OS	ok
1246:58	ZNY OMIC	thanks
1246:59	Area B-OS	bye
1247		
1248		
1248:59	ZNY OMIC	new york center watch desk barrett
1249:01	AEA500	hey bruce ronnie how you doing
1249:03	ZNY OMIC	um i've had better mornings what's up
1249:05	AEA500	ah is mike there mccormick
1249:06	ZNY OMIC	he's in area b

1249:08 AEA500 ok cause i've got to find out about this american eleven

1249:09 ZNY OMIC what do ya mean you got to find out

1249:11 AEA500 you know this hijack

1249:12 ZNY OMIC yeah

1249:13 AEA500 i have some information on it ah where is he is he coming toward new york airspace

1249:16 ZNY OMIC he's already halfway through new york's airspace ronnie

1249:19 AEA500 oh

1249:20 ZNY OMIC southwest southwest of kennedy now

1249:21 AEA500 he's southwest of kennedy

1249:22 ZNY OMIC yeah

1249:24 AEA500 ok alright ah which way is he headed now

1249:25 ZNY OMIC its confirmed terrorist he's well best we can tell its south

1249:30 AEA500 ok south of kennedy

1249:31 ZNY OMIC yeah

1249:32 AEA500 alright how's everything else goin how are the kids doin

ZNY-ARTCC-148
UAL175

Page 10 of 26

1249:34	ZNY OMIC	good thanks
1249:35	AEA500	ok i'll talk to ya
1249:36	ZNY OMIC	thanks
1249:37	AEA500	bye
1250		
1251		
1252		
1252:23	B-CIC	area b
1252:24	ZNY OMIC	yeah ah is mike mccormick there please
1252:27	B-CIC	sure
1252:28	ZNY OMIC	bruce
1252:29	B-CIC	standby
1252:48	ATM	ok
1252:50	ZNY OMIC	hey mike
1252:55	ATM	ok hold on one i'm on i'm on two phones at the same time alright who's who's this calling me on area b line
1252:56	ZNY OMIC	bruce
1252:58	ATM	ok bruce what do ya got

ZNY-ARTCC-148
UAL175

Page 11 of 26

1252:59	ZNY OMIC	ah we just got reports that ah there's been a fire at the world trade center newark said it looked like impact
1253:04	ATM	right
1253:05	ZNY OMIC	from an aircraft
1253:06	ATM	ok
1253:07	ZNY OMIC	it's on fire
1253:08	ATM	so newark newark tower's confirming that
1253:11	ZNY OMIC	that's what we were hearing oh and they're saying it's on c n n
1253:14	ATM	ok alright yeah go ahead and put bob on alright bruce
1253:16	ZNY OMIC	ok
1253:19	ATM	i got the tracon on
1253:33	ZNY OMIC	watch desk barrett
1253:36	Area F-OS	my wife says something just hit the world trade center
1253:38	ZNY OMIC	yeah they're sayin it's on c n n
1253:40	Area F-OS	yeah the (unintelligible)

ZNY-ARTCC-148
UAL175

Page 12 of 26

1253:40 ZNY OMIC i'm afraid it is

1253:41 Area F-OS shit shit

1253:43 ZNY OMIC and we had reports of e l ts and the next thing we're hearing that and a fire and smoke it looked like an explosion per newark and so

1253:49 Area F-OS alright thanks

1253:51 ZNY OMIC alright man bye
1254
1255
1256
1257
1258
1259
1300

1300:56 ZNY OMIC they're not even picking up the damn phone
1301

1301:40 ZNY OMIC they're already flying

1301:44 ZNY OMIC now they think it's this code right here a new one
1302

1302:06 ZNY OMIC they're not even picking up the phone mike but we do have military aircraft in the air felder's there's already a couple of f fifteens up they just want to know who it was so we pointed out the target on the united

1302:47 ZNY OMIC rapid descent right toward the city down to down below two thousand already
1303

1303:17 ZNY OMIC i think we ground stop it all in and out --- ground stop everything mike we gotta go to a t c ah zero or whatever ah we're just stopping everything right now

ZNY-ARTCC-148
UAL175

Page 13 of 26

1304

1305

1306

1307

1308

1309

1310

1310:23 ZNY OMIC new york center watch desk barrett

1310:24 ZOB OMIC this is kim at cleveland you are not a t c zero is that correct

1310:27 ZNY OMIC we are a t c zero affirmative

1310:29 ZOB OMIC ok we were not told that so we need to know that thank you
1311

1311:08 ZNY OMIC new york center watch desk barrett

1311:09 CC-NOM ah barrett this is ben sliney the nom at the ah command
center uh do you have any further update on why you're a t c
zero

1311:16 ZNY OMIC yeah because of the two ah terrorist activities that went on

1311:20 CC-NOM ok so because of those two aircraft (unintelligible) do you
know the identity of the second aircraft or either aircraft

1311:26 ZNY OMIC well we don't have any confirmations on that that would
probably have to come from on ground people we suspect

1311:30 CC-NOM i am asking do you have any preliminary

1311:33 ZNY OMIC we suspect american eleven and united one seventy five is
the best we can ascertain

1311:36 CC-NOM where did united one seventy five uh where was he to and from do you know

1311:39 ZNY OMIC uh no

1311:40 CC-NOM ok

1311:41 ZNY OMIC it's kind of chaotic he was coming off from the from the metro area i believe going to l a

1311:46 CC-NOM metro to l a so was american flight was boston to l a

1311:48 ZNY OMIC right

1311:50 CC-NOM alright and uh do you have military involvement i'm ah given (unintelligible)

1311:53 ZNY OMIC affirm there were yes there were military the aircraft up i don't know how many and where they are but they were up um

1311:59 CC-NOM do you know where that military these military flights emanated

1312:01 ZNY OMIC no i don't

1312:08 CC-NOM ok do you have anything else to tell me uh that haven't asked you

1312:10 ZNY OMIC uh no not at the moment to be honest ben

1312:13 CC-NOM ok i'll i'll be back with you thanks

ZNY-ARTCC-148
UAL175

Page 15 of 26

1312:15 ZNY OMIC ok
1313
1314
1315
1316
1317
1317:42 ZNY OMIC new york center watch desk barrett

1317:44 AEA500 hey umm it's sue zurlo how are ya

1317:46 ZNY OMIC not good how are you

1317:47 AEA500 ahh i know is mike mccormick standing around there

1317:49 ZNY OMIC no he's not

1317:50 AEA500 umm any clue like where he went

1317:54 ZNY OMIC ahh he's down in the control room floor or he's back in his office i don't know

1317:58 AEA500 ok he's not in his office is there anyway we can have him
1318 paged is there a paging system

1318:01 ZNY OMIC yeah sure

1318:03 AEA500 thank you

1318:05 ZNY OMIC and you need him for what sue

1318:07 AEA500 well he needs to come up on a headquarters telcon now

ZNY-ARTCC-148
UAL175

Page 16 of 26

1318:11	ZNY OMIC	ok what do you have a number for him
1318:12	AEA500	i do but i'd rather give it to him personally thank you
1318:14	ZNY OMIC	well you know you can take as long as you want to do that that's ok umm we'll page him to call you is that what you want
1318:22	AEA500	umm actually i'd like to hold can you get him to respond to you
1318:27	ZNY OMIC	hold on
1318:28	AEA500	thank you
1319		
1320		
1320:13	ZNY OMIC	center watch desk barrett
1320:15	Unknown	hey bruce mike is getting a number
1320:18	ZNY OMIC	uh ok thanks
1320:20	Unknown	on his own number but he said he doesn't want anybody from area b released until he gets to talk to em please
1320:25	ZNY OMIC	ok got it thanks
1321		
1322		
1323		
1324		
1324:58	ZNY OMIC	new york center watch desk barrett
1325:00	ATM	hey bruce it's mike

1325:01	ZNY OMIC	yeah
1325:04	ATM	i'm gonna be a telcon with headquarters so i'll be off the floor for a while dave will be my point of contact if you need anything
1325:06	ZNY OMIC	ok i'm telling the people ah that they can call in o t to get people out when and if ah they have a chance to go through discussions prior to right now we're trying to get them out and on break
1325:15	ATM	ok
1325:17	ZNY OMIC	a lot of them are really shook
1325:19	ATM	also you should know that the t f r world trade center three thousand feet and below uh after things stabilize then we'll come off the a t c zero but ah we'll talk about that when we get off this headquarters telcon
1325:28	ZNY OMIC	gottcha thanks
1325:29	ATM	ok thanks
1326		
1326:10	Unknown	did you hear that bruce
1326:12	ZNY OMIC	what
1326:14	Unknown	indy just lost an american
1326:18	Huntress	surveillance todd richman

1326:19 ZNY OMIC yeah this new york center bruce barrett i'm the
operations manager in charge

1326:20 Huntress yes

1326:21 ZNY OMIC i was given this number to call

1326:24 Huntress ok

1326:25 ZNY OMIC reference an american

1326:25 Huntress ok go ahead

1326:26 ZNY OMIC who we believe might be still flying

1326:27 Huntress alright

1326:31 ZNY OMIC alright i'm asking

1326:32 Huntress oh is he still flying --- um hold on i gotta

1326:35 ZNY OMIC who are you asking sir me or someone else

1326:38 Huntress standby

1326:43 Huntress new york center

1326:45 ZNY OMIC yes

1326:46 Huntress um what do you need to know

1326:47 ZNY OMIC well we got word to call this number and there was an
unconfirmed report that american eleven might still be in
the air

1326:53 Huntress ok hold on
1327

1327:14 ZNY OMIC how you doin

1327:19 Huntress sir

1327:20 ZNY OMIC yes

1327:21 Huntress right now um we're not sure we can't confirm that it's still
flying or not

1327:24 ZNY OMIC ok if you get any information uh you will be in contact with
the a t c facilities to ensure that they uh have that
information

1327:31 Huntress yes

1327:33 ZNY OMIC thank you very much

1327:34 Huntress ok
1328
1329

1329:27 ZNY OMIC new york center watch desk barrett

1329:28 Huntress hi this is huntress calling um i was told to give you a
buzz

1329:29 ZNY OMIC ok

ZNY-ARTCC-148
UAL175

Page 20 of 26

1329:32 Huntress by our mission crew commander any information i guess three aircraft out of boston are missing and apparently two of them had hit the world trade center and one is en route to washington did you get that information

1329:41 ZNY OMIC i didn't know about the third one i knew about

1329:44 Huntress yeah

1329:45 ZNY OMIC two aircraft into the world trade center uh

1329:48 Huntress american one one

1329:49 ZNY OMIC yes

1329:50 Huntress is not the aircraft that crashed

1329:51 ZNY OMIC not

1329:53 Huntress it is still airborne did you get that information

1329:54 ZNY OMIC no thank you just called and i'm glad i got that

1329:55 Huntress that's

1329:56 ZNY OMIC airborne and uh

1329:59 Huntress we don't know where it is though it's headed towards washington was the last known information

ZNY-ARTCC-148
UAL175

Page 21 of 26

1330:05	ZNY OMIC	ok and uh there's another aircraft that's missing in addition
1330:07	Huntress	right
1330:07	ZNY OMIC	alright
1330:09	Huntress	and i don't know but somebody's gotta get the president going this is not good
1330:11	ZNY OMIC	well i'm amazed we're not at a higher level of uh defcon readiness already
1330:16	Huntress	oh yeah we just went up i'm not gonna say too much right now
1330:18	ZNY OMIC	ten four
1330:19	Huntress	but uh i wanna give you a heads up
1330:20	ZNY OMIC	i appreciate the information it helps a lot
1330:21	Huntress	do you have any information though where american one one is or
1330:23	ZNY OMIC	no we lost him uh only on a primary target about uh five to ten miles southwest of kennedy v o r and uh
1330:33	Huntress	ok
1330:36	ZNY OMIC	and uh



1330:37 Huntress just wanna say one more thing to you

1330:39 Huntress uh washington i don't know if they don't think this is serious or not but they are not unless they hear from like the centers if you could give them a heads up and let them know that this is

1330:46 ZNY OMIC washington who washington center

1330:48 Huntress washington center

1330:49 ZNY OMIC ok

1330:50 Huntress um they're not

1330:51 ZNY OMIC taking it seriously

1330:52 Huntress not at all

1330:53 ZNY OMIC we'll let them know

1330:54 Huntress ok sir

1330:55 ZNY OMIC you got it

1330:56 Huntress thanks

1330:56 ZNY OMIC bye now

ZNY-ARTCC-148
UAL175

Page 23 of 26

1331

1331:44 ZDC OMIC washington center watch desk sweeney

1331:46 ZNY OMIC hey this is bruce barrett at new york i just got a call from
huntress uh

1331:50 ZDC OMIC about the american eleven

1331:51 ZNY OMIC yeah

1331:52 ZDC OMIC yeah we got the same call we were ah weren't we just got ah
the air major just got off the phone with boston hold on one
second

1331:59 ZDC OMIC new york go ahead

1332:01 ZNY OMIC yeah hey jack

1332:03 ZDC OMIC this is terry

1332:04 ZNY OMIC terry

1332:05 ZDC OMIC yeah

1332:06 ZNY OMIC bruce

1332:07 ZDC OMIC yeah

1332:08 ZNY OMIC uh uh huntress just called me and gave me some further
information as much as they could on a non secure line but
for some reason they felt that uh and this is only relay don't
shoot the messenger that

1332:14	ZDC OMIC	ok
1332:15	ZNY OMIC	that washington center wasn't taken it as seriously as what's been goin on and said well i'll do you the favor and call over to washington center just to follow through on that
1332:23	ZDC OMIC	this was huntress
1332:25	ZNY OMIC	yeah
1332:27	ZDC OMIC	ok i'm gonna i'll call em back i have no idea what they're talking about cause
1332:28	ZNY OMIC	i didn't think you would
1332:29	ZDC OMIC	i haven't even i haven't even talked to em
1332:30	ZNY OMIC	gottcha
1332:31	ZDC OMIC	but i'll call em
1332:32	ZNY OMIC	ok
1332:33 1333	ZDC OMIC	thanks
1333:31	ZNY OMIC	q a
1333:32	ZNY505	i'm q a
1333:33	ZNY OMIC	yes

ZNY-ARTCC-148
UAL175

Page 25 of 26

1333:34 ZNY505 i'm sorry brucie

1333:34 ZNY OMIC yeah

1333:35 ZNY505 do me a favor tell everybody to be checkin for primaries that are sitting at a site they lost an american seventy seven at flight level three five zero in indy around york and kentucky and uh they're not sure let's check and see if we see a primary coming across coming back this way or in any direction

1333:51 ZNY OMIC york kentucky

1333:52 ZNY505 yeah uh went down at flight level three five zero didn't go down they just lost everything

1333:57 ZNY OMIC that was indy right

1333:58 ZNY505 that was indy but we just wanna see if anybody's coming across---ok

1334:00 ZNY OMIC thanks got it

1334:01 ZNY505 thank you

1335
1336
1337

1337:56 ZNY OMIC new york center watch desk barrett

1337:57 ZDC OMIC hey new york washington center watch desk

1337:59 ZNY OMIC yes

1338

ZNY-ARTCC-148
UAL175

Page 26 of 26

1338:01 ZDC OMIC hey ah just north of well robbinsville about thirty miles
northeast i just wanna verify that you guys are aware of a ah
thirty four oh one code up there at flight level one eight zero
that's just spinning up there

1338:12 ZNY OMIC thirty four oh one code uh i'll check thanks for the heads up

1338:17 ZDC OMIC he's right over kennedy or just south

1338:18 ZNY OMIC i see him that's the f fifteen

1338:20 ZDC OMIC yeah oh it is

1338:22 ZNY OMIC yeah

1338:23 ZDC OMIC ok thanks

1338:24 ZNY OMIC alright

1339
1340
1341
1342
1343
1344

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: September 26, 2001

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the Military Operations Specialist position (MOS) for the time period from September 11, 2001, 1244 UTC, to September 11, 2001, 1258 UTC.

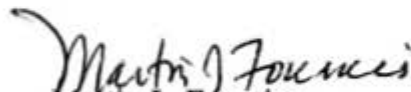
Agencies Making Transmissions

Northeast Air Defense Center, 24th Air Division
New York Center Military Operations Specialist

Abbreviations

Huntress
MOS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1244

1245

1246

1247

1248

1249

1249:49 Huntress

huntress i d (unintelligible) can i help you

1249:52 MOS

yes hi

ZNY-ARTCC-148
UAL175

Page 2 of 3

1249:53	MOS	good morning this is new york military calling at new york center
1249:55	Huntress	yeah how you doing
1249:57	MOS	good good ah our ah watch supervisor needs a number for a possible hijacking ah he wants to call somebody in case hey need some assistance with your uh fighter jets
1250:05	Huntress	alrightee um our phone number is gonna be d s n or commercial
1250:09	MOS	uh it would be commercial out there
1250:10	Huntress	ok it's gonna be area code three one five
1250:13	MOS	three one five
1250:14	Huntress	um no they want the commercial number
1250:17	MOS	they don't have d s n
1250:18	Huntress	thirty three four yeah they don't have d s n mel
1250:21	Huntress	its gonna be three one five three three four whats the number for the f c c six three six four
1250:27	MOS	six three six four and what would be the person the title of the person they would be calling
1250:32	Huntress	um

ZNY-ARTCC-148
UAL175

Page 3 of 3

1250:33	MOS	or the facility
1250:34	Huntress	they go ahead and call the northeast air defense center it would be the i d section
1250:36	MOS	ok northeast air defense i d sector thank you very much
1250:39	Huntress	thank you
1250:40	MOS	(unintelligible) foxtrot romeo
1250:41	Huntress	bye bye
1250:42	MOS	bye
1251		
1252		
1253		
1254		
1255		
1256		
1257		
1258		

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: May 2, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

This transcription covers the New York Center Radar Traffic Management Unit (TMU) Departure Coordinator position for the time period from September 11, 2001, 1245 UTC, to September 11, 2001, 1316 UTC.

Agencies Making Transmissions

John F. Kennedy Tower
New York Center TMU Departure Coordinator
Newark Tower
Unknown Agency
Philadelphia Approach
New York TRACON

Abbreviations

JFKT
TMU-DC
EWR
Unknown
PHL
N90

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:

Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1245
1246
1247
1248
1249

Page 2 of 9

1250
1250:05 JFKT hello

1250:06 TMU-DC hey kennedy new york center i got a question for ya

1250:07 JFKT yeah go ahead

1250:08 TMU-DC um anything goin on out there out the windows

1250:09 JFKT ah just ah out of the trade center

1250:12 TMU-DC whats goin on over there

1250:15 JFKT there's a fire at the world trade center (unintelligible)

1250:19 TMU-DC ok cause we might have a problem up there did you guys see any did ah you know---just give you a little blurb that we got an american flight that apparently was ah hijacked with terrorist activity we lost we lost his transponder a little bit west of kennedy and now they say we're pickin up an e l t and you're saying there's a fire at the world trade center

1250:34 JFKT wow yeah there is (unintelligible) before

1250:36 TMU-DC you guys didn't see i mean you guys didn't see anything happen or anything

1250:39 JFKT nah i didn't see anything happen though

Page 3 of 9

1250:40	TMU-DC	so yeah i don't know but i mean this guy was trackin boston to l a and all of a sudden he just started doing these wiggles and waggles and we found out that there was some kinda terrorist activity going on
1250:48	JFKT	oh really
1250:50	TMU-DC	and uh now we've lost the target completely he was about ten or fifteen west of kennedy when we lost it
1250:55	JFKT	alright we'll check it out though
1250:56	TMU-DC	alright thanks
1250:57 1251	JFKT	thanks
1251:19	TMU-DC	that's what i'm saying you know if this guy's bringin it back down around kennedy right to the city boom you know thats the spot (unintelligible)
1251:24	EWR	yeah newark
1251:25	TMU-DC	yeah newark anything goin on out the windows out there
1251:27	EWR	the world trade center's on fire
1251:28	TMU-DC	yeah you know what the well unfortunately we have a feeling that might be an an american jet went down into there
1251:33	EWR	are you serious

Page 4 of 9

1251:35	TMU-DC	uh we were workin a well we had a guy up there and apparently he was being hijacked with terrorist activity going on and we lost his target about uh fifteen miles west of kennedy
1251:41	EWR	the world trade center is uh it looked like an explosion hit the world trade center
1251:45	TMU-DC	yeah well that's probably what is was then well we're i you know we're thinkin that's what it was
1251:49	EWR	alright
1251:50	TMU-DC	cause we we're trackin this guy and we lost him right about there
1251:52	EWR	alright
1251:53	TMU-DC	alright thanks
1251:53	EWR	check
1251:53	TMU-DC	bye bye
1252		
1253		
1254		
1255		
1256		
1257		
1257:26	TMU-DC	yeah newark
1257:27	EWR	ah newark ah you know i had somebody told me oh i just got upstairs somebody told me that you guys said that it might have been american

Page 5 of 9

1257:35	TMU-DC	yes
1257:37	EWR	american who
1257:38	TMU-DC	ah apparently from boston to l a there was american eleven alpha i think they're calling it that was going up north bound and all of a sudden it just started tracking hard south apparently from relayed from boston to us it was confirmed with terrorist activity on board we were tracking and tracking it then ah i guess that we had a primary target on it the target disappeared about fifteen west of kennedy started picking up and ah got reports of e l ts and the next thing we know the world trade center's on fire
1258:00	EWR	okay
1258:01	TMU-DC	so i mean thats thats
1258:01	EWR	do you know what type airplane
1258:02	TMU-DC	thats all we um i don't know what type airplane it was i think originally it was a seven six however they're saying here that basically ah i guess until we get it confirm a confirmation that was it then ah i guess technically it's still being hijacked somewhere and it was something else hit the world trade center
1258:19	EWR	wow
1258:19	TMU-DC	so i mean technically we we don't know for sure but i mean ah you know the coincidence is there
1258:25	EWR	alright if you find out what type airplane give me a call back please

Page 6 of 9

1258:27	TMU-DC	um let me just hang on one sec
1258:30	EWR	yeah see if you can just pull up his flight plan
1258:32	TMU-DC	the flight plan i have was showing ah a seven well see they just typed in a seven five here cause we were just tracking out of l a i mean boston center would they're saying it's a seven sixty seven yeah pete said to me it was definitely a seven sixty seven
1258:43	EWR	okay thank you
1258:44	TMU-DC	but again you know ah you know we're putting one and we're putting two and two together here with any you know
1258:47	EWR	yeah
1258:48	TMU-DC	with any luck
1258:48	EWR	yeah
1258:49	TMU-DC	who knows
1258:49	EWR	alright i'll call the manager
1258:50	TMU-DC	alright
1258:50	EWR	thanks
1258:50	TMU-DC	good bye

Page 7 of 9

1259:00	TMU-DC	new york t m u
1259:01	Unknown	hi i got a white stop uh is it ah volume for you guys if it is how long do you think it might be
1259:06	TMU-DC	uh i didn't know anything about it stand by
1259:07	Unknown	ok
1300		
1301		
1301:50	TMU-DC	might be a whole wave of stuff goin on
1302		
1302:56	EWR	yeah newark
1302:57	TMU-DC	yeah newark look out the windows we're gettin ah we're showing another target descending rapidly the same as
1303:01	EWR	oh no it just went into another one just crashed into the world trade center
1303:04	TMU-DC	another one
1303:06	EWR	oh my god we just (unintelligible) oh my god the building it just exploded
1303:10	TMU-DC	yep ok thank you there
1303:11	EWR	oh my god
1303:12	TMU-DC	thanks buddy
1303:51	PHL	philly approach

Page 8 of 9

1303:52	TMU-DC	ah yeah philly do me a favor ground stop all airplanes coming out of your place uh goin to new york center we just had a we just had a second airplane hit the trade center
1303:59	PHL	ok
1304:00	TMU-DC	some kinda terrorist stuff goin on
1304:02	PHL	ok
1304:03	TMU-DC	so stop everything
1304:04	PHL	alright
1304:04	TMU-DC	thank you
1304:13	N90	tracon carl
1304:14	TMU-DC	yeah tracon stop everything coming into new york center
1304:16	N90	wilco
1304:16	TMU-DC	we're stopping everything
1304:17	N90	wilco
1304:17	TMU-DC	there was the second hit
1304:18	N90	wilco

Page 9 of 9

1304:19	TMU-DC	thanks
1305		
1306		
1307		
1308		
1309		
1310		
1310:27	N90	traffic management
1310:29	TMU-DC	yeah how you doin umm do you do you guys think there's gonna be any problem with the stuff we got in the air now takin that comin in
1310:31	N90	yeah uh we're not we're not uh operations suspended at newark and laguardia
1310:33	TMU-DC	ok so you guys aren't gonna take anything period
1310:35	N90	that's correct
1310:36	TMU-DC	ok thanks
1310:37	N90	yup
1311		
1312		
1313		
1314		
1315		
1316		

End of Transcript



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION**: Full Transcript;
Aircraft Accident; UAL175; New York, NY;
September 11, 2001

Date: January 17, 2002

From: New York ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZNY-ARTCC-148

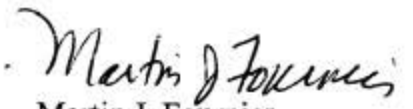
This transcription covers the New York Center Traffic Management Unit (TMU) "1078" Commercial Phone Line extension for the time period from September 11, 2001, 1255 UTC, to September 11, 2001, 1316 UTC.

Agencies Making Transmissions

Abbreviations

New York Center TMU Arrival Director One	AD1
New York TRACON	N90
Unknown Agency	Unknown
New York Center Area C Operations Supervisor	Area C OS
New York Center TMU Arrival Director Two	AD2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UAL175:


Martin J. Fournier
Quality Assurance Specialist
New York ARTCC

1255
1256
1257
1258
1259
1300

1300:41 AD1 he's descending rapid ah pretty quick too

1300:45	N90	new york tracon this is joe
1300:46	AD1	hey joe you see three three two one code just southwest of newark by about fifteen eighteen twenty miles
1300:51	N90	uh hold on
1300:52	AD1	fifteen thousand descending
1300:53	N90	lookin hold on southwest of newark by about fifteen twenty
1300:55 1301	AD1	yeah
1301:02	N90	lookin i don't see the guy yet
1301:03	N90	what's his callsign
1301:04	AD1	we don't know
1301:07	N90	don't know
1301:07	AD1	it's another one that's ah
1301:08	N90	don't see anything
1301:12	AD1	they were trackin em made a hard left turn he's descending pretty rapidly and especially what just happened in there
1301:19	N90	i don't see anything pete
1301:20	AD1	um

1301:21	N90	i got somebody who keeps coasting but it looks like he's goin into one of the small airports down there
1301:27	AD1	wait a second no
1301:28	N90	(unintelligible)
1301:30	AD1	this guys a big boy --- this guys a big boy cause he's leaving some big contrails
1301:34	AD1	hold on a second i'm trying to bring him up here and and get you --- there he is right there hold on
1301:43	Unknown	*(eight)
1301:44	AD1	yeah he's about seven miles uh
1301:46	Unknown	there he is (unintelligible)
1301:47	N90	got him just out of ninety five hundred nine thousand now
1301:49	AD1	do you know he is
1301:50	N90	we're just we just we don't know who he is we're just pickin him up now
1301:51	AD1	alright heads up man it looks like another one comin in
1301:56	N90	alright alright thanks
1301:57	AD1	check

1302

1303

1303:35 N90 tracon traffic management

1303:37 AD1 did a second one just hit

1303:38 N90 apparently so

1303:39 AD1 alrightee

1303:39 N90 ok

1303:40 AD1 yup

1303:40 N90 yup

1304

1305

1306

1307

1308

1309

1309:29 AREA C OS c alfarro

1309:31 AD2 yeah charlie don't accept any more arrivals coming into
the new york metro area at all

1309:34 AREA C OS you got it

1309:35 AD2 until we know whats goin on alright

1309:38 AD2 bye

1310

1310:05 N90 yeah new york tracon this is joe

Page 5 of 5

1310:06	AD1	joe i'm sure you've got all departures stopped i know you've got all arrivals stopped
1310:10	N90	yeah we have all departures stopped now
1310:12	AD1	alright
1310:13	N90	ok
1310:14	AD1	see ya
1311		
1312		
1313		
1314		
1315		
1316		

* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

End of Transcript

Section 10.
FAA Form 8020-3
Facility Accident Notification Record

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Airline

AA1/UAL175

Date

9-11-01

ZNY, New York ARTCC

The order and number of calls will be determined by the situation involved.

	Phone No.	Time	Initials	
			Caller	Recipient
Rescue Coordination Center - RCC	(b) (2) High	N/A		
US Coast Guard - Boston		N/A		
US Coast Guard - Norfolk ** as appropriate		N/A		
Regional Operations Center (ROC)		N/A		
Washington Operations Center**	Via ROC	1239	BARRETT RUGGERI	R. BELL
Flight Standards District Office (FSDO)**	Via ROC	N/A		
Support Manager Quality Assurance, ZNY-505 Home	(b) (2) High	1240	McCRACK ZNY-1	DELANEY ZNY-505
Assistant Air Traffic Manager, ZNY-2	(b) (2) High	1240	McCRACK ZNY-1	LOCATES
Air Traffic Manager, ZNY-1	(b) (2) High	1240	BARRETT OMIL RUGGERI PRAGER	McCRACK
National Weather Service - Utilize list on back of this form when CWSR is not staffed.	see back.	1242	BARRETT	SCURA
Military Authority - Per FAA Order 8020.11, par. 66		1239	FELSER	HARRISS ID
Airway Facilities - NAS Operations Manager (NOM)	x1293	1242	McCRACK ZNY-1	VELLA NOM
Police - SEE BELOW	(b) (2) High			
New York State Police Headquarters	(b) (2) High	N/A		
New Jersey State Police Headquarters		N/A		
Maryland State Police Headquarters		N/A		
Delaware State Police Headquarters		N/A		
West Virginia State Police Headquarters		N/A		
Virginia State Police Headquarters		N/A		
Pennsylvania State Police Headquarters (Troop H-Harrisburg)		N/A		
Connecticut State Police - Troop G		N/A		

** Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

Section 11.
Personnel Statments

ZNY-ARTCC
UAL175

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL175 at New York, NY
(call sign) (location)
on SEPT 11, 2001, at 1303 UTC.
(month/day) (year) (hour)

My name is DAVID P BOTTIGLIA DB
(first) (last) (operating initials)
Certified Professional Controller

I am employed as an CPC by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the RADAR Section 42 position from 1207 UTC to 1319 UTC, 2001 (year)

TEXT OF STATEMENT: (use other side if necessary)

THE R56 CONTROLLER CAME OVER TO ME AND SAID PUT ON YOUR ALL
PRIMARYS. AFTER TURNING IT ON THE R56 CONTROLLER MANUALLY POINTED
OUT A PRIMARY TARGET THAT BOS CENTER INFORMED HIM WAS AAL11,
A SUSPECTED HIJACK. I STARTED A TRACK USING P-SPACE AAL11A
JUST TO TRACK THE TARGET AND FLASHED THE DATA BLOCK TO SECT
56 WHO TOOK IT.

Check One:

☒ DB
To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☒ DB
I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

David P Bottiglia 9/20/01
(signature) (date)

Attachment DB

DB I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WAS AT THE TIME OF THE ACCIDENT.

(continued) TH UAL175 checked on the FREQUENCY AT F AND I Rogued him. I then ASKED USA583 who WAS ON ITS IF he WAS ASKED TO LOOK for AN AAL AIRCRAFT.

USA583 says yes - they TOLD the previous CONTROLLER THAT they SAW him AND he LOOKED like he WAS AT FL290. I SAID 29 LOOKED GOOD AND he SAID YES

I THEN TOLD the R56 CONTROLLER THAT FL290 LOOKED LIKE A GOOD ALTITUDE.

I THEN ASKED USA583 THAT AT 8-9 O'CLOCK 10 MILES IS WHERE THE AAL 11 IS NOW AND ASKED IF he STILL SAW him. He SAID I DON'T SEE him NOW LET me look on the TCAS AND DID NOT SEE him. I SAID IT LOOKED LIKE they TURNED OFF their TRANSPONDER.

THEN UAL175 SAYS we FIGURED we'd WAIT UNTIL we GOT TO your CENTER - we HEARD SUSPICIOUS TRANSMISSION FROM the AAL LIKE - EVERYONE STAY in your SEATS

I SAID I'LL PASS IT ALONG AND CALLED TGN ON the 93 LINE AND REKEYED the MESSAGE. I ALSO TOLD the Supervisor.

USA583 NOT REPORTED AN ELT AND I INFORMED the Supervisor. DAL2433 ALSO REPORTED AN ELT.

SOMEWHERE DURING this I NOTICED the FACILITY CHIEF in the AREA.

AT this time I NOTICED R56 WAS KEEPING AN EGF AT FL310 NORTHBOUND TO LOOK for AAL11. I TOLD him TO WATCH my FL310 (DAL2433). I THEN CALLED TGN on the 93 LINE AND POINTED OUT the EGF AND GOT CONTROL IN TURNS ON DAL2433.

I TURNED DAL2433 TO A 290° heading AND here AT the SAME TIME the EGF DID NOT SEE the AAL11 AS he PASSED CLOSE to the PRIMARY TARGET. the EGF WAS NOW TURNED AW I TURNED DAL2433 BACK/DIRECT SBT ON COURSE.

I SAID well we know hes NOT AT FL290 ANYMORE

(continued) I See the AAL11 PRIMARY TARGET DE [REDACTED] off the Scope AND I say I guess he's Low Level.

AN AIRCRAFT ON the FREQUENCY STATED THAT IT LOOK LIKE there is A MAJOR FIRE IN MANHATTAN - LOOKS LIKE the WTC. I ASKED which AIRCRAFT gave that Report AND I BELIEVE IT WAS DA1043

I ALSO HEAR A Conversation from the FACILITY CHIEF STATING THAT IT LOOKS LIKE A SMALL Twin Engine AIRCRAFT hit the WTC.

I then NOTICE UAL 175 IN A COAST TRACK AND I ASKED him to RECYCLE his TRANSPONDER BUT RECEIVED NO RESPONSE. I CALLED him AGAIN "UAL 175 New York" WITH NO RESPONSE. I CALL DAL 589 AND HE RESPONDS THAT he HAS ME 5x5. I CALL UAL 175 AGAIN - NO RESPONSE. I CALL IGN ON the 93 line AND ASK them TO CHECK FOR UAL 175 ON their FREQUENCY AND he is NOT there. AT this time I turned to the SUPERVISOR + CHIEF AND STATE I think I lost UAL 175.

I then NOTICE A Different Code Chirping SOUTHEAST BOUND. I CALL SECTION 10 AND POINT OUT the Code AND TOLD him we may have A hijack. I then CALLED UAL 175 one more time.

I REALIZE DAL 2437 is going to be in Conflict with this target AND TURN him to A 170° heading. I TELL him about the TRAFFIC AND could he TAKE higher. He says yes I climbed him to FL330. Now the TRAFFIC APPEARS to be Descending AND the DAL 2437 CATCHES the TRAFFIC in Sight. I turned DAL 2437 to A 290° heading AND he passed Close Enough to See the AIRCRAFT. He says it's UAL COLORS B767 200 Series. AT this point I felt SURE it WAS UAL 175 AND I STATED Such to the SUPERVISOR.

(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving _____ at _____
on _____, _____, at _____ UTC.
(month/day) (year) (hour) (call sign) (location)

My name is _____
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

_____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

_____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

(3)

ZNY-ARTCC-148
UAL175

(continued) AN RA CONTROLLER PLUGGED IN AT ABOUT THIS TIME.
I TURNED DAL 2437 BACK ON COURSE AND ASKED SEEN
9 TO TAKE MY TRAFFIC AND GAVE HIM CONTROL OF DAL 2437.

I ASKED THE RA CONTROLLER IF EVERYONE WAS
WATCHING UAL175.

I THEN WATCHED THE AIRCRAFT DESCEND AND
TURN TOWARD NY CITY FROM 28,400 FEET DOWN TO
2,200 FT WHICH WAS THE LAST ALTITUDE AND TARGET I
OBSERVED.

(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL 175/AALH at _____
(call sign) (location)
on _____, _____, at _____ UTC.
(month/day) (year) (hour)

My name is _____
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature) (date)

Attachment

ZNY-ART-148
(incident #)

UAL175
(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL175 at New York NY
(call sign) (location)
on Sept. 11, 2001, at 1303 UTC.
(month/day) (year) (hour)

My name is Anthony Palmieri (PI)
(first) (last) (operating initials)
Certified Professional Controller

I am employed as an CPC by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the RA 42 position from 1255 UTC to 1319 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

I came back from a break. The manager + deputy were in the area so I knew something was going on. I heard someone say something about a hijacking. EV (CIC) told me to sit with Dave at 42 because he has something going on. As I was plugging in Dave was saying he thinks he has a hijacking too. I asked Dave who was being hijacked but he was preoccupied and didn't answer. I saw a

Check One:

PI - To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

PI ☒ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Anthony Palmieri 10/3/01
(signature) (date)

PI Attachment

(continued)

I saw data block in a coast track near SAX, was UA175. I asked Dave if UA175 was being hijacked, he said yes. I then noticed a limited data block in the vicinity of ABE and J6 flying southeast bound at FL335. I asked Dave if that was UA175 and he said yes. ION called on some handoffs but I told them we couldn't take them. I didn't want anymore aircraft on our freq. There was a DAL that Dave had vectored away from UA175's flight path. Dave asked DAL if they could accept a higher altitude to avoid UA175. UA175 was descending at this time. Sector 56+57 were watching UA175. I then pointed out UA175 to Liberty South. They already knew about it. ION called again and wanted to know why we weren't taking traffic. I told them we had a hijacking. After UA175 disappeared from our scope ION called again asking about traffic. After conferring with Dave we decided to shut the sector down.

I reserve the right to change or add to my statement as I remember any information.

ION - Boston Center Kingston Sector

DAL - Delta Airline

PT I do not remember what the various settings of the operational equipment were at the time of the accident.

Evanna [redacted]
Sept. 11, 2001

ZNY-ARTCC-148
UAL175

Controller
STATION #3

CIC Area B ^{on position from 210Z to 1330Z} 1303 U+2 New York, New York
Operating Initials: EV 02 5/1002

At approximately 1240Z I observed the CPC at sector 56 speaking to Boston Center about an aircraft AAL11 (Bos to LAX). Boston reported AAL11 as hijack, ~~and~~ ^{EV} NO radio communication, NO transponder and NO altitude readout. The CPC at sector 56, CPC at sector 42 and I observed the primary target known as AAL11 well north of JFK tracking Southbound. Boston had reported the last known altitude of AAL11 was FL 290.

At this time I reported the incident to the OMIC (supervisor's of NY center) Desk.

The OMIC told me they had already been informed of the hijacked AAL11 and they were observing the target on their own scope and were taking the appropriate actions.

I then observed CPC 56 and CPC 42 controllers trying to get other aircraft to confirm if the aircraft was at FL 290.

Soon Paul Thumser Area B Sup, Mike M. (ops manager) and other managers came to our area. Paul took over the Area B operation, and I continued to assist and coordinate with the OMIC for Paul.

Approximately 1255Z The CPC at sector 42 notices UAL175 B767 went into a coast track I believe due to a code change to 3321.

Soon after noticing the coast track and code change the 3321~~2~~ code ^{UAL} changes from a Southbound heading to a Eastbound heading. We began to believe at this time that UAL 175 is also being hijacked. I informed the OMIC about the second aircraft hijacking and physically pointed out the 3321~~2~~ code ~~th~~ On the OMIC's personal scope to inform them of exact position of the aircraft. The OMIC's inform me it has been confirmed an aircraft has hit the World Trade Center already. I went back to the Area then and heard a controller state it appears UAL 175 is heading right towards NY City. I then went back to the OMIC desk and heard a request for military aircraft (+o scramble).

I returned back to the area and informed everyone that it had been confirmed the World Trade Center was hit by an aircraft. I continued to coordinate as Paul requested, as the Area B controllers watched the 3321~~2~~ code engage in a rapid descent towards the city.

Soon after noticing the coast track and code change the 3321~~2~~^{EV} code ^{UAL}175 changes from a Southbound heading to a Eastbound heading. We began to believe at this time that UAL175 is also being hijacked. I informed the OMIC about the second aircraft hijacking and physically pointed out the 3321~~2~~^{EV} code to the OMIC's personal scope to inform them of exact position of the aircraft. The OMIC's inform me it has been confirmed an aircraft has hit the World Trade Center already. I went back to the Area then and heard a controller state it appears UAL175 is heading right towards NY City. I then went back to the OMIC desk and heard a request for military aircraft (+o scramble).

I returned back to the area and informed everyone that it had been confirmed the World Trade Center was hit by an aircraft. I continued to coordinate as Paul requested, as the Area B controllers watched the 3321~~2~~^{EV} code engage in a rapid descent towards the city.

Eranna A Douns



2NY-ARTCC
(incident #)

UAL 175
(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL 175 at NEW YORK, NEW YORK
on SEPTEMBER 11, 2001 at 1303 ^{TP} (call sign) UTC
(month/day) (year) (hour) (location)

My name is PAUL P. THUMSER (TP)
(first) (MI) (last) (operating initials)

I am employed as an OPERATIONS SUPERVISOR by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the OSIC (OPERATIONS SUPERVISOR IN CHARGE) position from 1245 UTC to 1430 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

THE CONTROLLER WORKING THE R/R 42 POSITION ALERTED ME TO THE FACT THAT AN AIRCRAFT HE WAS WORKING (UAL 175) HAD STOPPED COMMUNICATING WITH HIM; HAD TURNED INTO A LIMITED DATA BLOCK AND WAS APPEARING TO DESCEND. I BECAME EXTREMELY BUSY IN MAKING POINT OUTS IN THE AREA AT ALL SECTIONS AS UAL 175'S ALTITUDE AND COURSE CHANGED. PRIOR TO UAL 175 REACHING RBV I ORDERED ALL TRAFFIC IN AREA B STOPPED. THERE WAS TOO MUCH CONFUSION AND DISRUPTION FOLLOWING THE TRACKING OF UAL 175 AND I

Check One:

☐ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram. ^{TP}

☒ I do not remember what the various settings of the operational equipment was at the time of the incident/accident. ^{TP}

I certify, to the best of my knowledge and recollection, the above statement is correct.

Paul Thumser 10/11/01
(signature) (date)

Attachment ^{TP}

(continued) WANTED TO MAKE SURE THE SECTORS WERE SAFE. WE CONTINUED TO TRACK AND AVIOD UA175 UNTIL WE SAW THE TARGET AND LIMITED DATA BLOCK DISAPPEAR FROM RADAR IN THE VICINITY OF THE WORLD TRADE CENTER. ALMOST IMMEDIATELY, WE WERE NOTIFIED OF UA175'S IMPACT INTO THE WORLD TRADE CENTER. ALMOST ALL OF THE CONTROLLERS ON POSITION WERE VISIBLY UPSET AND IN APPARENT SHOCK. I TRIED TO KEEP THEM FOCUSED ON THE REMAINING AIRCRAFT THEY HAD IN THEIR SECTORS UNTIL ALL AIRCRAFT WERE CLEAR OF AREA B AIRSPACE. I ALREADY HAD CONTROLLERS ASSISTING ME IN CALLING OTHER CONTROLLERS INTO WORK AS WELL AS ANOTHER SUPERVISOR. AS QUICKLY AS EACH SECTOR HAD GONE TO A ZERO-AIRCRAFT STATUS, I COMBINED THE AREA TO SECTOR 56. I WAS EVENTUALLY RELIEVED BY ANOTHER SUPERVISOR AND LEFT THE AREA AFTER ALL THE SHIFT'S CONTROLLERS HAD BEEN RELIEVED.

Paul Thum

10/11/01

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT. (TP)

(incident #)

ZNY-ARTCC-148
UAL175

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving AALH UAL175 at New York N.Y.
(call sign) (location)
on 9-11 at 1303 UTC.
(month/day) (year) (hour)

My name is BRUCE S. GARRETT (BB)
(first) (MI) (last) (operating initials)

I am employed as an OPERATIONS MANAGER by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the CMIC position from 1230 UTC to 1830 UTC. 01 (year)

TEXT OF STATEMENT: (use other side if necessary)

AT APPROX 1240 ZED ADVISOR ^{AREA C} 204/11 B767 BOS-LAX NEG. TRANSFERRED AND COMMS. LAST REPORTED ALT. FLEW. STAC'S FIVE WERE MONITORING ACFT. MOVEMENT. WAS ADVISED BY STAC TO JOIN TELCON WITH CFZ/BOS AND MILITARY TO DISCUSS AALH SITUATION. AT APPROX 1240 ^{TOLD} STAC TO CHECK AALH DISPATCH WHO SAID CREW MAY NOT BE IN CONTROL OF AIRCRAFT. AT THIS TIME CSUN ADVISED AALH HAD REQUESTED UAL175 + THEY INITIATED A TRACK DUE TO UNKOWN INTENTIONS - AREA ADVISED KEEP OTHER ACFT. CLEAR OF AALH. AT APPROX. 1242 TOLD STAC AIRCRAFT TO 240. MULTIPLE TRACKS CMA ACFT INCLUDING AREA ACFT. ACFT. PROCEEDED SW PAST JFKVOR - TOLD STAC TO REQUEST

Check One: ☒ TO ZED ARTCC AND ZED CCEADIC. AT APPROX 1248 ZEDTS REPORTED VICINITY OF JFK - (B'ED)

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☒ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Bruce S. Garrett 9-11-01
(signature) (date)

Attachment

(continued) AND PRIMARY TARGET WAS LOST. AT APPROX 1250 WE WERE ADVISED PLANE HAD CRASHED INTO WTC AT APPROX 1252 BOTH EWR ATIS AND CTR'S WATCHING CUN CONFIRM FIRE AT WTC. STILL ATTEMPTING TO LOCATE AA11. AT APPROX 1301 AHEAD CTR ADVISED UNITS BOB-TAX ON CODE 3321 OR BY INLECTED SECTOR 42. AT APPROX 1303 TARGET ON 04175 DISAPPEARS. EWR IS ADVISED AN ACFT HIT WTC. AT APPROX 1304 I DIRECTED STAN'S/TMC'S TO STOP ALL TRAFFIC INTO NYARDC. AT APPROX 1305 I ADVISED EWR ATIS AND FACILITY FINDER WE ARE GOING TO ATC ZERO DOT WE WILL NOT RENUNQUISH OUR AIRSPACE. AT APPROX 1305, IN CONSULTATION WITH OCEANIC DCS ADVISED ALL INTERNATIONAL TRAF. WITHIN EWR OCEANIC TO DIVERT TO ALTERNATE DESTINATIONS.

I RESERVE THE RIGHT TO AMEND THIS STATEMENT.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WAS AT THE TIME OF THE ACCIDENT.

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving AAH AT at New York, NY
UAL175 (call sign) ALYARTCC (K) (location)
on 9-11, 2001, at 1303 UTC.
(month/day) (year) (hour)

My name is ROBERT J. FELSER (first) (MI) (last) RF (operating initials)

I am employed as an MOS MILITARY OPERATIONS SPECIALIST by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the MOS MILITARY OPERATIONS SPECIALIST position from 1100 UTC to 1900 UTC, 2001 (year)

TEXT OF STATEMENT: (use other side if necessary)

AT 1249 Pat Mulligan requested that I get the phone
number for N2ADS because of a possible Hijack. I
CALLED N2ADS using the VCS to request their phone
number that deals with possible Hijacks. The person
gave me the number & I gave the number to Pat.
Maybe 10 minutes later, maybe less Bruce BARRETT requested

Check One:

RF To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated
on the attached diagram.

XX I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

RF I certify, to the best of my knowledge and recollection, the above statement is correct.

RF (signature) 09/19/01 (date)

RF I do not remember what the various settings
of the operational equipment were at the time of
the accident.

(continued)

That I call NEADS and ask them to scramble jets because we may have another possible Hijack. I called NEADS on the phone next to the USCS (1429) and made the request with them. I gave them the call sign, the possible transponder code, and a brief summary of what happened. They also advised that Boston Center requested the jets.

[Signature]

ZNY-ARTCC

(incident #)

NAL175

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL175 at New York, NY
on 9/11, 2001, at 1303 UTC.
(month/day) (year) (hour) (call sign) (location)

My name is Peter M McCloskey SO
(first) (MI) (last) (operating initials)

I am employed as an TRAFFIC MANAGEMENT COORDINATOR by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the SC position from 1200 UTC to 1600 UTC. 2001 (year)

TEXT OF STATEMENT: (use other side if necessary)

AT APPROX. 1250Z THE AREA B CIC NOTIFIED THE
OMIC AND TML THAT ONE OF THEIR FLIGHTS WAS
DEVIATING CONSIDERABLY FROM THEIR ASSIGNED ROUTE.
I OBSERVED CODE 3321 ON A EAST/NORTHEAST HEADING
TRACKING TOWARDS NEW YORK CITY. I OBSERVED THAT
CODE 3321 WAS IN WHAT APPEARED TO BE A RAPID

Check One:

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☐ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify to the best of my knowledge and recollection, the above statement is correct.

Peter M McCloskey 10-11-01
(signature) (date)

Attachment

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE
OPERATIONAL EQUIPMENT WAS AT THE TIME OF THE ACCIDENT.

ENY-ARTCC 148
(Incident #)

UAL175
(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be PRINTED and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving AAC11 at New York NY,
(call sign) (location)
on September 11, 2001, at 12:42 UTC.
(month/day) (year) (hour)

My name is Michael J. McConk,
(first) (MI) (last) (operating initials)

I am employed as an Air Traffic Manager by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the N/A position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

At 1240Z, I received a phone call in my office from Bruce Baccetti, Operations Manager-in-Charge (OMK), who stated that New York Center (ENY) was informed by Boston Center (ZBW) of a possible hijack of AAC11 southbound at flight level 210 in the vicinity of Albany, NY. Since I predicted that the aircraft would enter ENY airspace within Area B, I immediately went to Area B.

Check One:

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram. NR

☐ I do not remember what the various settings of the operational equipment was at the time of the incident/accident. if

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 10/12/01
(signature) (date)

Attachment if

(continued) I informed Dave LeCours, Assistant Air Traffic Manager, of the possible hijack via phone. I asked Mr. LeCours to meet me in Area B.

At 1243Z, I asked Paul Thomas, Area B Operations Supervisor, if he was aware of NDL11. He stated that the aircraft was picked out by EBW and they were tracking it. I observed a track of a primary target entered as DAL11A southbound entering EBW airspace. Additionally, Mr. Thomas stated that he was coordinating for the primary with adjacent sectors.

At 1244Z, Evanna Davis, Controller-in-Chief, Area B, informed me that EBW does not have communication with NDL11.

At 1245Z, I received a text page forwarded by Ron Ruggeri, AOA-SOS, that stated, "FBI CONFIRMED HIJACK IN PROGRESS NDL11 BOS-LAX. LAST KNOWN ALTITUDE FL290 TRANSMISSION OFF, TARGET TURNED SOUTHBOUND VICINITY OF NDB. AOC & WOC NOTIFIED." I asked Mr. Thomas and Mr. Davis to coordinate for fighter intercept on hijack aircraft.

At 1246Z, I informed Mr. Barrett and Mr. Colours that it was a confirmed hijack and several people were stabbed. Mr. Barrett stated that a flight attendant on-board NDL11 confirmed that it was a hijack and several people were stabbed including a flight attendant. I phoned Kevin Delaney, Support Manager, Quality Assurance, and informed him that we had a hijack in Area B and asked him to come to the operations floor.



(continued) At 1252Z and 1249Z, I called New York ATCON (N90) OMIC, Robert Bach. I informed him to watch for a primary target southward over the Hudson River heading toward New York. I informed him that it was a confirmed hijack and we didn't know the intentions. During the conversation, Mr. Bach informed me that Newark Tower reports an aircraft crashed into the World Trade Center. Also, Mr. LeCompte informed me that UAL175 appears to be a hijack and heading toward New York. I informed Mr. Bach that there are more hijacks, be careful don't assume everything is over and there may be another crash into the World Trade Center. I directed Mr. LeCompte to go to the cafeteria and turn the TV on to CNN and keep me informed of any information.

From 1252Z to 1256Z, I called Eastern Region Air Traffic Division to inform them that there was more than one hijack and another probable hijack is heading toward the World Trade Center. I was placed on several holds after stating the urgency of my call. I asked to speak to any manager, however, none were available.

At 1253Z, I asked Mr. Downing to go to the cafeteria and work for information on the World Trade Center and let me know what happens.

At 1258Z, I called Eastern Region Air Traffic Division. I was unable to speak to any manager or specialist. I asked that a manager or specialist call me ASAP on 651-468-1447.

At 1300Z, I called Mark Pawluk, Secretary, and directed her to have all managers immediately report to the work desk.



(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving _____, at _____,
(call sign) (location)
on _____, _____, at _____ UTC.
(month/day) (year) (hour)

My name is _____, (_____)
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

_____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

_____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

(continued)


At 1302, I observed UPLITS, CRASH TARGET
disappear or RSS display in vicinity of World Trade
Center.

At 1304, Bob Felsen, Military Operations Specialist (MOS)
informed me, Mr. Barrett and Mr. Pons that the military
HAD SEARCHED AND REQUESTS THE CURRENT LOCATION OF THE
AIRCRAFT. I INFORMED HIM THAT THE AIRCRAFT APPEARS TO HAVE
CRASHED INTO THE World Trade Center with live fire. SAME
LOCATION. Mr. LeLars informed me that the second
AIRCRAFT CRASHED INTO THE World Trade Center with live
PICTURES ON CNN

At 1305, Mr. Barrett informed me that all DEPARTURES
ARE STOPPED. I DIRECTED HIM TO DECLARE New York
Center ATC Zero.

At 1305, I CONDUCTED A QUICK MEETING WITH AIRPORT
MANAGERS AND AIRWAYS FACILITIES. I INFORMED THEM OF THE
KNOWN HIJACK AND TWO, POSSIBLY THREE, AIRCRAFT CRASHED INTO
THE World Trade Center. I ELEVATED SECURITY, DIRECTED THE
FRONT GATE CLOSED, MANAGED USING ESCORTS AND POSITIVE
IDENTIFICATION CHECKS.

At 1307, I CONDUCTED A 'RUNDOWN' MEETING OF ALL
OPERATIONS SUPERVISORS-IN-CHARGE. I INFORMED THEM OF THE
HIJACK ACTIVITY, ATC 0 AND AIRPORT SECURITY. I DIRECTED
AN ENHANCED ALERT AND REQUIRED IMMEDIATE REPORTING OF
UNUSUAL ACTIVITY TO THE OMIC AND MOS AT POSSIBLE
AIRCRAFT.

4 of 5 

(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving _____, at _____,
(call sign) (location)
on _____, _____, at _____ UTC.
(month/day) (year) (hour)

My name is _____, (_____)
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

(continued)

At 152, I received a phone call on 1-468-1447
from Edward McKenna, Air Traffic Manager, Syracuse Tower.
Mr. McKenna was in the Eastern Region Office for a
meeting. He directed me to immediately get on a
NATIONAL TOLL, 202-493-4180, passcode 7110.

5 of 5 

(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving _____, at _____,
(call sign) (location)
on _____, _____, at _____ UTC.
(month/day) (year) (hour)

My name is _____, (_____)
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

2NY-148
(incident #)

UAT 175
(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAT 175 at NEW YORK, NY
(call sign) (location)
on September 11, 2001 at 1303 UTC.
(month/day) (year) (hour) DL

My name is DAVID E. LeComes LS
(first) (MI) (last) (operating initials)

I am employed as an ASSISTANT AIR TRAFFIC MANAGER by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the ASSISTANT AIR TRAFFIC MANAGER position from 1100 UTC to 0300 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

AT APPROXIMATELY 1240Z ON SEPTEMBER 11, 2001 THE AIR TRAFFIC MANAGER CALLED AND ASKED THAT I REPORT TO THE OPERATIONAL FLOOR IMMEDIATELY. WHEN I GOT TO THE FLOOR I WAS ADVISED THERE WAS A CONFIRMED HI-JACK INVOLVING AAL11. I WAS IN AREA B AND OBSERVED A CONTROLLER START A TRAC

Check One:

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram. DL

☐ I do not remember what the various settings of the operational equipment was at the time of the incident/accident. DL

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 10/17/01
(signature) (date)

Attachment DL

(continued) ON A PRIMARY TARGET BELIEVED TO BE AA11.
THE CONTROLLER LOST RADAR CONTACT WITH THE
PRIMARY AND RECEIVED A REPORT THERE WAS
SMOKE COMING FROM WINGS APPEARING TO BE THE
WORLD TRADE CENTER. I ADVISED THE AIR TRAFFIC
MANAGER OF THE SITUATION AND HE ASKED ME TO
TURN ON CNN IN THE CAFETERIA TO SEE IF WE
COULD VERIFY THE REPORT. I RETURNED TO AREA B
AND ADVISED THE AIR TRAFFIC MANAGER THAT IT
WAS CONFIRMED AN AIRCRAFT HAD HIT THE WORLD
TRADE CENTER. I WAS THEN ADVISED BY THE SECTOR
42 CONTROLLER THAT UA175 HAD REPEATED
A SUSPICIOUS ^{TRANSMISSION} ON THE PREVIOUS FREQUENCY AND
HE WANTED TO COME OVER TO NEW YORK CENTER
BEFORE REPORTING THE TRANSMISSION. SHORTLY
THEREAFTER UA175 TURNED OFF THE TRANSponder
AND THEN CAME UP ON BEACON CODE 3321. UA175
STOPPED RESPONDING TO TRANSMISSIONS AND TURNED
TOWARDS MANHATTAN IN A STEEP DESCENT. I
~~LEFT THE AREA~~ ^{IS} ADVISED THE AIR TRAFFIC
MANAGER THAT WE HAD LOST COMMUNICATIONS WITH
UA175 AND THE AIRCRAFT HAD TURNED TOWARDS
MANHATTAN. I THEN MONITORED THE SITUATION
AND WATCHING THE AIRCRAFT CONTINUE TO DESCEND
UNTIL RADAR CONTACT WAS LOST AT APPROXIMATELY
2200 FEET. I ADVISED THE AIR TRAFFIC
MANAGER THAT RADAR CONTACT WAS LOST
WITH UA175. I THEN SPENT THE REST
OF THE DAY COORDINATING ACTIVITIES ASSOCIATED
WITH THE EVENT.



7NY-ARTC 8
(incident #)

UAL75
(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving UAL75 at NEW YORK, NY
(call sign) (location)
on 9-11 at 01 at 1303 UTC.
(month/day) (year) (hour)

My name is JAMES L KURZ (KZ)
(first) (MI) (last) (operating initials)

I am employed as an TRAFFIC MANAGEMENT COORDINATOR by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the DEPARTURES DIRECTOR position from 1145 UTC to 1500 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

AT APPROX. 1250Z, WE WERE TOLD BY THE AREA B
CIC THAT THERE WAS A FLIGHT (UAL75) THAT WAS
SUBSTANTIALLY DEVIATING FROM ITS ORIGINAL FLIGHT
PLAN. WE TRACKED THIS FLIGHT AS IT APPROACHED
TOWARDS NYC. AS THE FLIGHT WAS ABOUT TO
LEAVE OUR RADAR COVERAGE, IN THE VICINITY

Check One:

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☐ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 10-11-01
(signature) (date)

Attachment

(continued) OF NYC, I CALLED EWR TOWER TO SEE
IF THEY WERE ABLE TO GIVE US A VISUAL
REPORT ON WHAT WAS HAPPENING. SHORTLY AFTER
BEGINNING THE CALL, EWR TOWER ADVISED THEY
SAW AN AIRCRAFT FLYING INTO THE WTC.

J-S? 10-11-01

I DO NOT REMEMBER WHAT THE VARIOUS
SETTINGS WERE AT THE TIME OF THE INCIDENT.

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving AAL11/UAL175 at LGA/ABE, NY, NY (call sign) (location)
on 9/11, 2001, at 1303 1245 UTC.
(month/day) (year) (hour)

My name is Christopher B. Tucker, CX
(first) (last) (operating initials)
Certified Professional Controller

I am employed as an CPC by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the R55 position from 1120 UTC to 1316 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

At some time at or around 12:45 UTC my Handoff controller was attempting to point out an aircraft to sector 42 so we could climb above FL280. It became apparent that 42 could not approve this because he might be dealing with a hijack situation with AAL11. My handoff controller and I both began looking for

Check One:

☒ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☒ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Christopher B. Tucker 9/25/2001
(signature) (date)

☒ Attachment

(continued)

(continued)

a target on AAL11 and believed we saw a primary target near LGA. When this target disappeared I heard someone say there is an intruder over ABE. I began monitoring this target and entered the observed beacon code 3321 into my code select list to increase the brightness of the limited data block associated with the intruder target. As I observed this target turn south and then east I issued an immediate left turn heading 200° to DAL 2315 and called the traffic. I instructed DAL 2315 to take evasive action from the intruder and turned USAir 542 left to 200° also to avoid the intruder. I asked DAL 2315 and USAir 542 if they could identify the intruder aircraft type and paint scheme. USAir 542 responded to a TCAS RA and leveled off in his climb. When it appeared that no more of my traffic would be in unsafe proximity to the intruder I asked other aircraft to look for it and attempt to identify it.

I observed the intruder on code 3321 descend toward Manhattan until it disappeared.

I reserve the right to change or add to this statement if I remember more information.

(Ct) I do not remember what the various settings of the operational equipment were at the time of the accident.

(incident #)

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving _____ at _____
on _____, _____, at _____ UTC.
(month/day) (year) (hour) (call sign) (location)

My name is _____, _____, _____, _____
(first) (MI) (last) (operating initials)

I am employed as an _____ by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the _____ position from _____ UTC to _____ UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

Check One:

_____ To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

_____ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

(call sign)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11B, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **PRINTED** and signed by you. Statement times and dates shall correspond with SISO. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed, and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving AAH/H/UAL175 at LAGA/ABE New York (call sign) (location) New York
on SEPTEMBER 11, 01, at 130340Z 1245 UTC.
(month/day) (year) (hour)

My name is Lorraine H Barrett, XU
(first) (MI) (last) (operating initials)

I am employed as an CPC by the FAA at the New York ARTCC, Ronkonkoma, New York.
(official title)

I was working the D55 position from 1132 UTC to 1316 UTC. (year)

TEXT OF STATEMENT: (use other side if necessary)

I was working the D side of sector 55 assisting the R controller. I tried to accomplish a P.O. (Point Out) to the R42 controller to climb an aircraft above our altitude limits. At this time I was alerted by the R42 controller that he had some sort of situation going on and would not be able to approve any P.O.'s. At this

Check One:

To the best of my knowledge, the operational equipment configuration at the time of the incident/accident was as indicated on the attached diagram.

☒ I do not remember what the various settings of the operational equipment was at the time of the incident/accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

(signature)

(date)

Attachment

(continued)

point the RSS controller and searched for the primary target on the AAL. We received one hit on the target before it disappeared just north of LGA VOR. Just moments after that I realized that another Intruder target around Allentown PA, was turning toward our airspace and descending. I alerted the RSS controller by pointing to the radar screen and saying "watch him he's descending". The R Controller then attempted to turn the two aircraft out of the way and I proceeded to coordinate actions on them. Then I went on to P.O. the code 3321. As it descended thru my airspace to any and all facilities that it was about to penetrate. While on the line with New York Approach I stopped all traffic that had not departed yet and asked Approach to hold on to any aircraft until clear of the 3321 coded aircraft. We then watched as the limited data on the aircraft descended rapidly toward the city and the last hit on the target being 2200 feet.

I reserve the right to change or add to this statement if I remember more information.

I do not remember what the various settings of the operational equipment was at the time of the accident (X4)

Section 12
Weather Products



ZNY-ARTCC-148
UAL175

ta/print [redacted] haECAP4a4cb

Tue Sep %2d 14:11:08 2001

11 Sep 2001 14:00Z

Product CIL: MTR

KJFK 111351Z 35007KT 10SM FEW010 SCT250 23/13 A3014 RMK AO2 SLP205
FU FEW010 FU PLUME DSNT NW DRFTG SE T02280133

11 Sep 2001 14:00Z

Product CIL: MTR

KLGA 111351Z 34009KT 10SM FEW010 SCT250 22/13 A3013 RMK AO2 SLP204
FU FEW010 FU PLUME SW DRFTG SE T02220133

11 Sep 2001 13:00Z

Product CIL: MTR

KEWR 111251Z 33008KT 10SM CLR 21/13 A3014 RMK AO2 SLP204
T02110133

11 Sep 2001 14:00Z

Product CIL: MTR

KHPN 111356Z 34007KT 10SM CLR 20/15 A3014 RMK AO2 SLP202
T02000150

11 Sep 2001 14:00Z

Product CIL: MTR

KPHL 111354Z 35013G18KT 10SM CLR 23/12 A3018 RMK AO2 SLP218
T02330117

11 Sep 2001 14:00Z

Product CIL: MTR

KISP 111356Z 34012KT 10SM CLR 22/14 A3011 RMK AO2 SLP208
T02170144

11 Sep 2001 14:00Z

Product CIL: MTR

KFRG 111353Z 35007KT 10SM CLR 21/15 A3013 RMK AO2 SLP203
T02110150

11 Sep 2001 14:00Z

Product CIL: MTR

KFOK 111353Z 35011G18KT 10SM CLR 22/14 A3012 RMK AO2 SLP198
T02220144

11 Sep 2001 14:00Z

Product CIL: MTR

KBID 111355Z AUTO 34006KT 10SM CLR 22/15 A3008 RMK AO1

11 Sep 2001 14:00Z

Product CIL: MTR

KTEB 111351Z 34008KT 10SM FU CLR 22/14 A3013 RMK AO2 SLP204
T02170144

11 Sep 2001 14:00Z

Product CIL: MTR

KCDW 111353Z 29004KT 10SM CLR 21/14 A3016 RMK AO2 SLP216 T02110139
PNO \$

11 Sep 2001 13:00Z

Product CIL: MTR

KMMU 111345Z 36005KT 10SM SKC 22/ A3018

\031

11 Sep 2001 14:00Z

Product CIL: MTR

KBLM 111355Z AUTO 35009KT 10SM CLR 21/13 RMK AO1

I certify that this is a true copy of the original which has been
forwarded to the National Weather Service Records Center.

Ann Spivey *MTC CWSU*



ZNY-ARTCC-148
UAL175

ta/print [redacted] phazBAK4a4cb

Tue Sep %2d 13:04:39 2001

11 Sep 2001 13:00Z

Product CIL: MTR

KJFK 111251Z 31010KT 10SM FEW250 21/14 A3013 RMK AO2 SLP203
T02110139

11 Sep 2001 13:00Z

Product CIL: MTR

KLGA 111251Z 32009KT 10SM FEW250 20/14 A3013 RMK AO2 SLP201
T02000139

11 Sep 2001 13:00Z

Product CIL: MTR

KEWR 111251Z 33008KT 10SM CLR 21/13 A3014 RMK AO2 SLP204
T02110133

11 Sep 2001 13:00Z

Product CIL: MTR

KHPN 111256Z 34008KT 10SM CLR 18/15 A3013 RMK AO2 SLP199
T01830150

11 Sep 2001 13:00Z

Product CIL: MTR

KPHL 111254Z 35011KT 10SM CLR 22/12 A3017 RMK AO2 SLP215
T02170122

11 Sep 2001 13:00Z

Product CIL: MTR

KISP 111256Z 01011KT 10SM CLR 21/14 A3010 RMK AO2 SLP204
T02060144

11 Sep 2001 13:00Z

Product CIL: MTR

KFRG 111253Z 33010KT 10SM CLR 20/16 A3012 RMK AO2 SLP200
T02000156

11 Sep 2001 13:00Z

Product CIL: MTR

KFOK 111253Z 35013KT 10SM FEW100 21/15 A3011 RMK AO2 SLP194
T02110150

11 Sep 2001 13:00Z

Product CIL: MTR

KBID 111255Z AUTO 36009KT 10SM CLR 21/14 A3007 RMK AO1

11 Sep 2001 13:00Z

Product CIL: MTR

KTEB 111251Z 35005KT 10SM FU FEW015 20/14 A3013 RMK AO2 SLP201 FU
VCTY SSE T02000144

11 Sep 2001 13:00Z

Product CIL: MTR

KCDW 111253Z VRB03KT 10SM CLR 19/14 A3015 RMK AO2 SLP214 T01890139
PNO

11 Sep 2001 11:00Z

Product CIL: MTR

KMMU 111145Z 00000KT 10SM SKC 18/ A3015

\031

11 Sep 2001 13:00Z

Product CIL: MTR

KBLM 111255Z AUTO 33010KT 10SM CLR 18/13 A3011 RMK AO1

I certify that this is a true copy of the original which has been
forwarded to the National Weather Service Records Center.

Alle L. Pene MRC cwsjv



ZNY-ARTCC-148
UAL175

a/print phaCCAN4a4cb

Tue Sep %2d 14:10:50 2001

11 Sep 2001 12:00Z

Product CIL: MTR

KJFK 111151Z 32006KT 10SM FEW250 19/14 A3011 RMK AO2 SLP197 70069
T01940144 10200 20172 51013

11 Sep 2001 12:00Z

Product CIL: MTR

KLGA 111151Z 32009KT 10SM FEW250 19/14 A3011 RMK AO2 SLP196 70053
T01940139 10211 20194 51016

11 Sep 2001 12:00Z

Product CIL: MTR

KEWR 111151Z 33008KT 10SM CLR 19/13 A3012 RMK AO2 SLP199 70092
T01890133 10194 20178 51015

11 Sep 2001 12:00Z

Product CIL: MTR

KHPN 111156Z 33007KT 10SM CLR 17/16 A3012 RMK AO2 SLP195 7////
T01670156 10178 20144 52015

11 Sep 2001 12:00Z

Product CIL: MTR

KPHL 111154Z 32005KT 8SM CLR 19/14 A3016 RMK AO2 SLP213 T01890144
10211 20178 52018

11 Sep 2001 12:00Z

Product CIL: MTR

KISP 111156Z 35006KT 10SM CLR 19/16 A3009 RMK AO2 SLP199 70003
T01890156 10200 20172 53012

11 Sep 2001 12:00Z

Product CIL: MTR

KFRG 111153Z 35005KT 10SM CLR 19/16 A3011 RMK AO2 SLP194 70007
T01890156 10200 20178 53013

11 Sep 2001 12:00Z

Product CIL: MTR

KFOK 111153Z 34009KT 10SM FEW095 20/16 A3009 RMK AO2 SLP188
T02000156 10217 20178 53009

11 Sep 2001 12:00Z

Product CIL: MTR

KBID 111155Z AUTO 36008KT 340V040 10SM CLR 19/14 A3006 RMK AO1
10220 20180 52010

KBID 111215Z AUTO 36007G14KT 10SM CLR 19/14 A3006 RMK AO1

KBID 111235Z AUTO 36009KT 10SM CLR 19/14 A3007 RMK AO1

11 Sep 2001 12:00Z

Product CIL: MTR

KTEB 111151Z 33005KT 10SM CLR 17/14 A3011 RMK AO2 SLP197 60001
70108 T01720144 10178 20128 51016

11 Sep 2001 12:00Z

Product CIL: MTR

KCDW 111153Z 00000KT 10SM CLR 16/14 A3014 RMK AO2
TSB1055E1056B15E16 SLP210 6//// 7//// T01560144 10161 20133
51016 PNO

11 Sep 2001 12:00Z

Product CIL: MTR

KBLM 111155Z AUTO 33008KT 10SM CLR 17/14 A3012 RMK AO1 10190 20160
52017

KBLM 111215Z AUTO 33009KT 10SM CLR 18/14 A3012 RMK AO1

KBLM 111235Z AUTO 34010KT 10SM CLR 18/14 A3012 RMK AO1

I certify that this is a true copy of the original which has been
forwarded to the National Weather Service Records Center.

Ann L. Lane MTC CWSU



Section 13
Stored Flight Plan



NAS ID=A5F1104B NAS DATE=11/09/01 COMPOOL=RF110088

